



Painted by Andrew Morton.

Engraved by S. W. Reynolds.

William IV.
His Most Excellent Majesty
King William the Fourth.
in the uniform of an
Admiral of the Fleet.

THE KING'S SHIPS

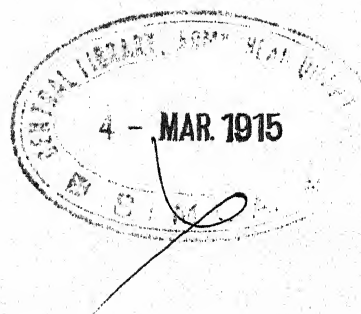
TOGETHER

WITH THE IMPORTANT HISTORICAL EPISODES CONNECTED WITH THE SUCCESSIVE SHIPS OF THE SAME NAME FROM REMOTE TIMES, AND A LIST OF NAMES AND SERVICES OF SOME ANCIENT WAR VESSELS

BY

HALTON STIRLING LECKY

COMMANDER, ROYAL NAVY



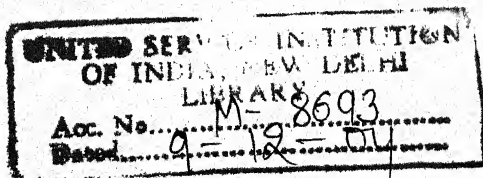
WITH OVER 2500 ILLUSTRATIONS FROM OLD PAINTINGS, PRINTS AND MODELS
NAVAL CRESTS, ADMIRALS' SIGNATURES, Etc., Etc.

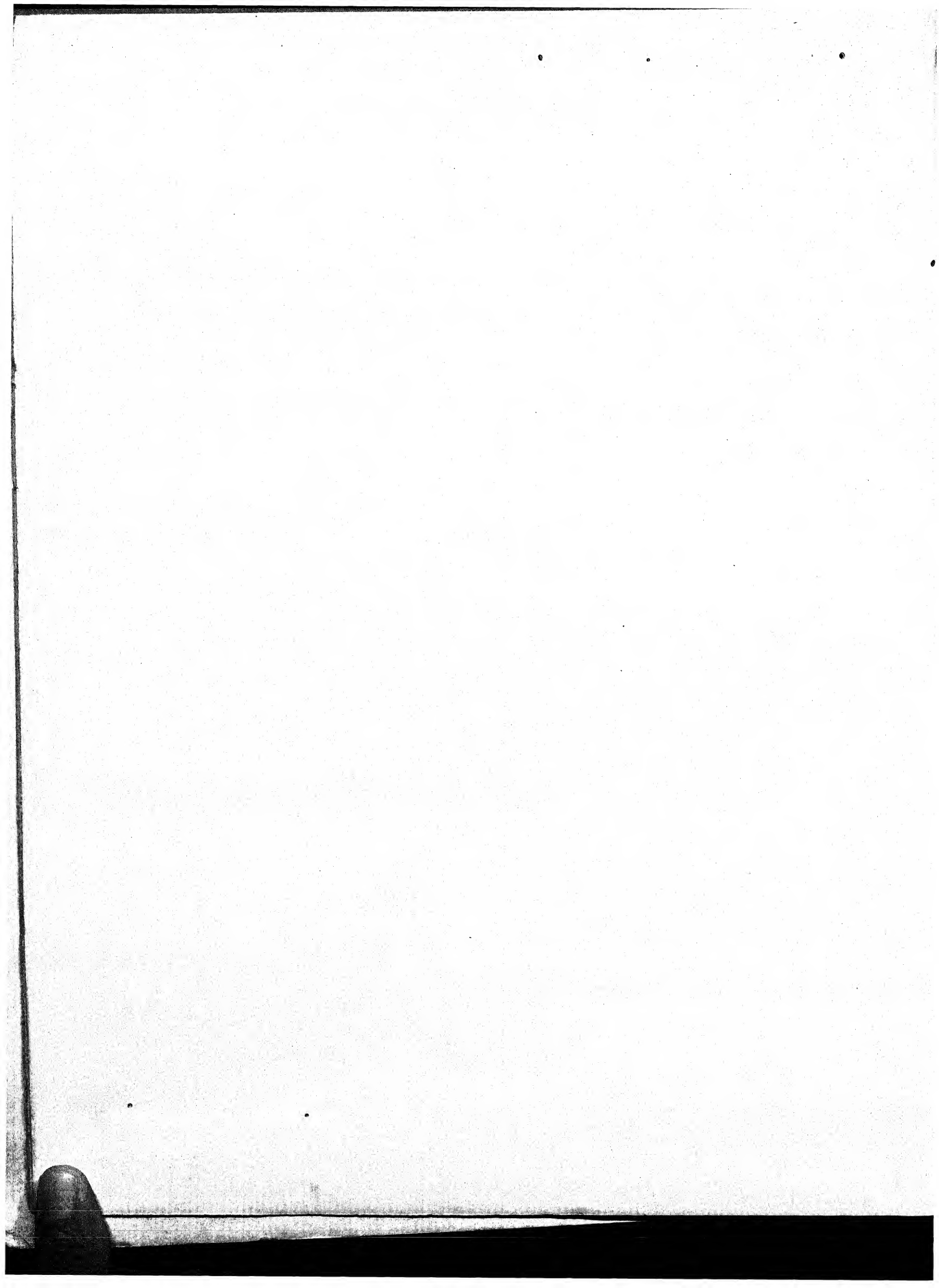
IN SIX VOLUMES

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HORACE MUIRHEAD

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PREFATORY NOTE

THE Author desires to record his high sense of gratitude to the Officials of the French Ministry of Marine, who have been so good as to cause a search to be made in the Naval Archives, not only in Paris, but in all the French Naval Seaports, in an endeavour to determine the name of the French warship concerned in "A Gallant Rescue," set forth in the "Endymion" record herein. Unfortunately the incident has not yet been identified.

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ENDYMION

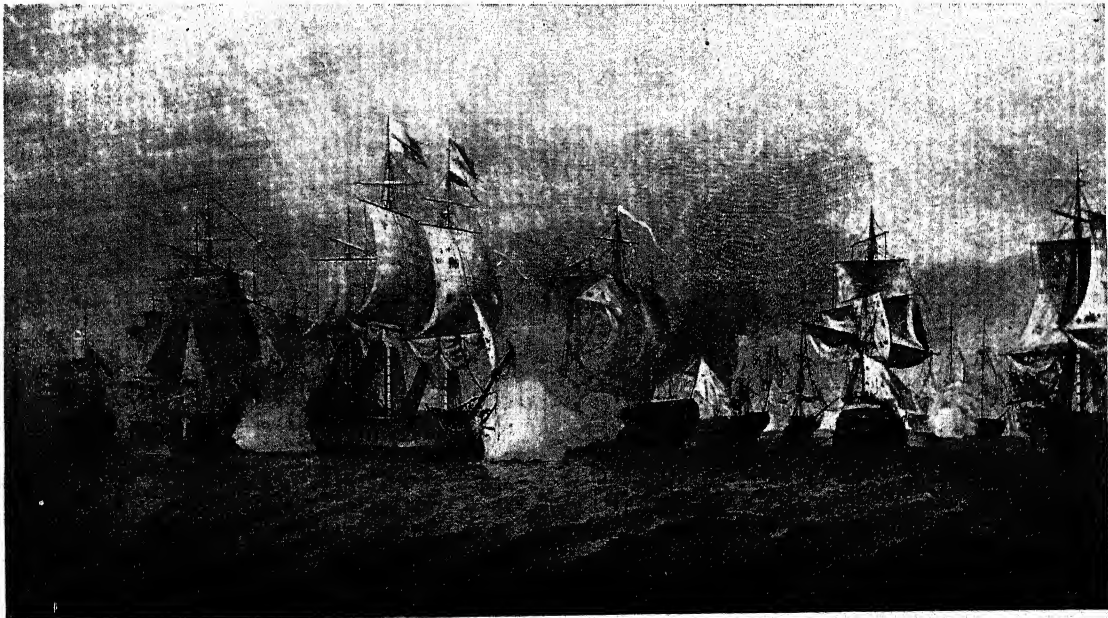
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ENDYMION.—In Greek mythology Endymion was a shepherd. It is said that he asked Jupiter to grant him perpetual youth, and the power of as much sleep as he wished; whence came the proverb “to sleep the sleep of Endymion.” Diana saw him unclothed as he slept on Mount Latmos, and became enamoured of his great beauty, coming down every night from heaven to visit him. She condemned him to perpetual slumber. Some say that Endymion is one of the names of the sun, and that the sleep is the sunset, after which the moon appears.

(The device is from the picture by G. F. Watts, R.A., reproduced from a photograph by G. Courie Smith by permission of the Right Hon. Russell Rea, M.P.)

The first “ENDYMION” was a 44-gun frigate, launched on the Thames in 1779. She was of 893 tons, and carried a crew of 300 men. Her length, beam, and draught were 140 ft., 38 ft., and 16 ft.



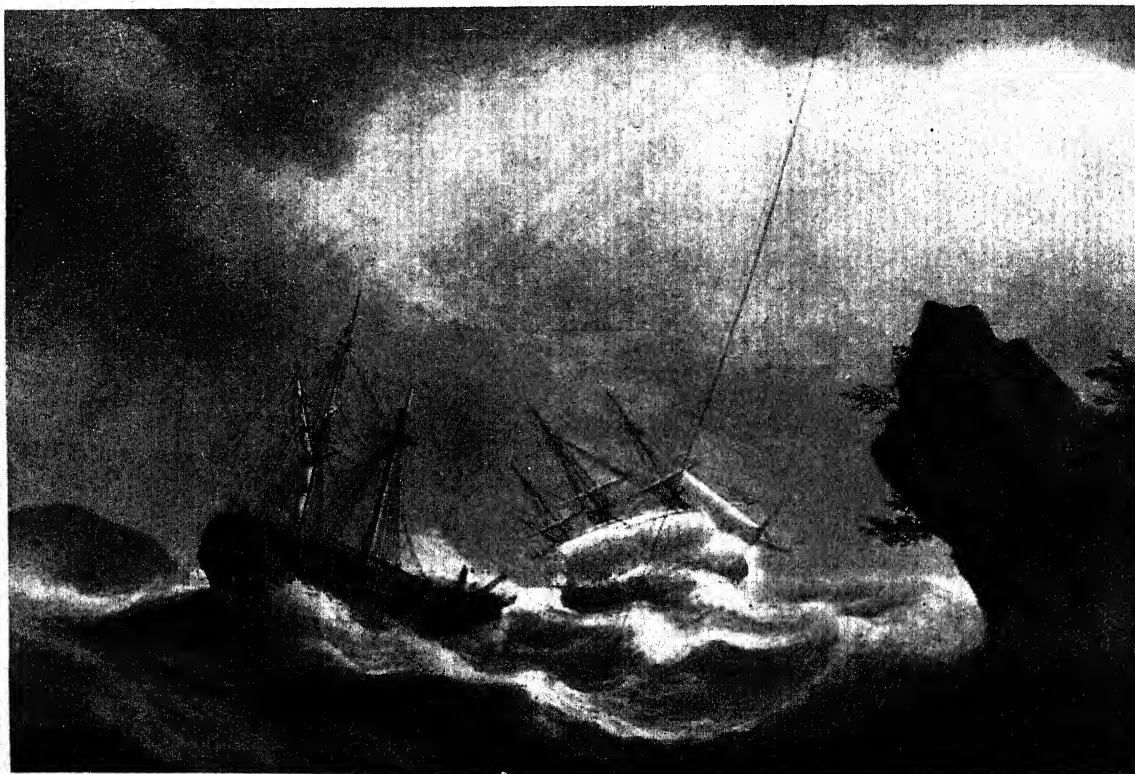
After N. Pocock. Engraved by F. Chesham. T. H. Parker, Brothers

THE KING'S SHIPS

ENDYMION

In 1780 the "Endymion" was driven from her anchorage at St. Lucia, and dismasted in a hurricane.

In 1782 the "Endymion," commanded by Captain Edward Tyrrel Smith, was attached to a fleet of 36 ships of the line under Admiral Sir George Rodney, who flew his flag in "Formidable." They met in the West Indies, between Dominica and Guadeloupe, a French squadron of 30 ships of the line, commanded by Vice-Admiral Comte de Grasse with his flag in "Ville de Paris." The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place this day, one of an hour and the other of an hour and a half's duration. The English received some injuries, and lay to that night for repairs. On the three following days the English fleet chased De Grasse. The fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 o'clock the action



Painted by Nicolas Pocock.

The Very Rev. E. C. Paget, Dean of Calgary, Canada.

A GALLANT RESCUE.

was general, and the English ships broke the French line in three different places. The action was brought to a conclusion by 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's failure to follow up the action by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The "Endymion" only played a very minor part in the action. The French loss in killed and wounded has never been stated, but it must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost 5 captured, and 3 crippled ships were despatched to seek safety in friendly harbours. On April 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured 4 French ships, 2 of which were crippled and seeking safety. Sir George Rodney was created a Peer with £2000 a year settled on the title in perpetuity.

On January 2nd, 1783, the "Endymion" assisted the "Magicienne" in an engagement with the French 32-gun frigate "Sybille" off San Domingo. The "Sybille" managed to escape.

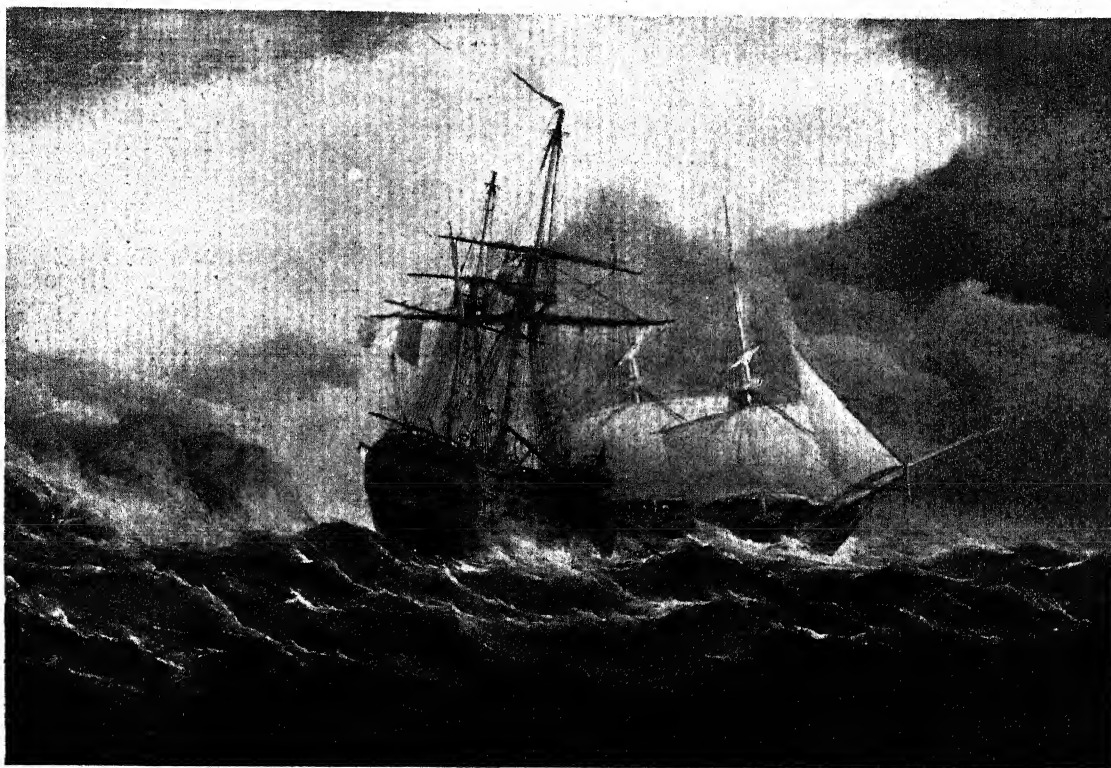
On August 20th, 1790, the "Endymion" was lost off Turk's Island in the West Indies.

The second "ENDYMION" was a 40-gun frigate, launched on the Thames in 1797. She was of 1277 tons, and carried a crew of 320 men. Her length, beam, and draught were 159 ft., 43 ft., and 15 ft.

In May 1798 the "Endymion," commanded by Captain Sir Thomas Williams, captured the Spanish 6-gun packet "San Antonio" off Ireland.

On June 16th, 1803, the "Endymion," commanded by Captain the Hon. Charles Paget, captured the French 20-gun sloop "Adour" in the Atlantic.

On June 18th, 1803, the "Endymion," commanded by Captain the Hon. Charles Paget, while off Ushant, fell in with the French 18-gun corvette "Bacchante." The little Frenchman gave a great deal of trouble, and was chased for eight hours before she struck. The



Painted by John Christian Schetky.

A GALLANT RESCUE.

The United Service Club, London.

"Endymion's" bow gun killed 8 and wounded 9 men, but the "Bacchante's" fire did the British frigate no harm.

It must have been about this time that Captain the Hon. Charles Paget, while cruising in the "Endymion" on the coast of Spain, is said to have observed a French ship of the line in imminent danger. She was embayed among rocks upon a lee shore, her bowsprit and foremast gone, and she was riding by her only remaining stream cable. Though it was blowing a whole gale, the account relates that Captain Paget bore down to the assistance of his enemy, dropped his starboard sheet anchor on the Frenchman's port bow, buoyed the cable with a fifty-fathom buoy rope, and veered a hawser connected to the cable across her bows. This the disabled ship succeeded in getting in, and by hauling on the cable, got her weight on to the "Endymion's" sheet anchor and thus 700 lives were rescued from destruction. After performing this chivalrous action the "Endymion," being herself in desperate peril, hauled to the wind, let go her starboard bower anchor, slipped it, and so clubhailed, and stood off shore on the other tack, with three ringing British cheers.

The spirited painting by Mr. Schetky, of which a reproduction is shown herein, hangs in the United Service Club, Pall Mall, and is reproduced with the permission of the committee, who most generously gave the necessary facilities for reproduction. The two Misses Schetky,

daughters of the distinguished painter, gave the writer several very interesting details as to its origin. Their father, Mr. J. C. Schetky, was intimately acquainted with Admiral the Hon. Sir Charles Paget (who died in 1839 while serving as Commander-in-Chief of the West Indian

station) and he heard the full story of "The Rescue" more than once from the Admiral's own lips. Sir Charles Paget also told him of the difficulty he had experienced in explaining away the loss of his two big anchors.

In later years, Mr. Schetky, after a careful examination of the other picture of the incident (shown on page 2 of this volume), and remembering what his old friend Sir Charles Paget had told him in the way of details, painted his own picture about 1866. This painting was exhibited at the Royal Academy in 1871, and was purchased by Admiral Sir James Hope, who presented it to the United Service Club. The description attached to the picture was jointly composed by Admiral Sir James Hope and Mr. Schetky. In 1891 it was lent by the Club to the Naval Exhibition, and Sir Edwin Arnold, who saw it, was so moved



From Dean Paget's Memoir of Admiral the Hon. Sir Charles Paget.

The Very Rev. Dean Paget.

Charles Paget.

by the high sense of chivalry and gallantry that it represented that he composed the following poem which was published at the time in the *Daily Telegraph*, and it is here reproduced by the generous permission of Lady Arnold.

THE KING'S SHIP

The English roses on her face
Blossomed a brighter pink for pride,
As thro' the glories of the place,
Watchful, we wandered side by side.

We saw our bygone worthies stand,
Done to the life, in steel and gold;
Howard and Drake, a stately band—
Sir Walter, Anson, Hawkins bold;

Past all the martial blazonry
Of Blake's great battles; and the roar
Of Jervis, thundering through the sea;
With Rodney, Hood, and fifty more;

To him, the bravest, gentlest, best,
Duty's dear Hero, Britain's Star,
The chieftain of the dauntless breast,
Nelson, our Thunderbolt of war!

We saw him gathering sword by sword
On conquered deck from Don and Dane;
We saw him, victory's laurelled Lord,
Rend the French battle-line in twain.

In countless grand sea-pieces there
The green seas foamed with gallant blood;
The skies blazed high with flame and fear,
The tall masts toppled to the flood.

But ever 'mid red rage and glow
Of each tremendous Ocean fight,
Safe, by the strength of those below,
The flag of England floated bright.

"Ah, dear, brave souls!" she cried; "'tis good
To be a British girl, and claim
Some drops, too, of such splendid blood,
Some distant share of deathless fame.

"Yet still I think of what tears rained
From tender French and Spanish eyes
For all those glorious days we gained,
Oh, the sad price of victories!"

"Come then!" I said, "witness one fight,
With triumph crowned, which cost no tear;
Waged gallant 'gainst the tempest's might."
Thus turned we to a canvas near—

"Look! the King's frigate! and her foe!
The coast is Spain. Cruising to spy
An enemy, she finds him so,
Caught in a death-trap piteously.

"A great three-decker! Close a-lee
Wild breakers on the black rocks foam
Will drown the ship's whole company
When that one anchor's fluke comes home.

" Her foremast gone, she cannot set
Headsails to cast her off the land ;
These poor souls have to draw breath yet
As long as while a warp will stand.

" 'Tis war-time—time of mutual hate—
Only to keep off, therefore tack—
Mark from afar ' Jean Crapaud's ' fate,
And lightly to my ' My Lords ' take back

" Good news of the great liner, done
To splinters, and some thirty score
Of ' Mounseers ' perished ! Not a gun
To fire. Just stand by !—No more.

" Also the Captain who should go—
Eyes open—where this Gaul is driven,
Would steer straight into Hell's mid-woe
Out of the easy peace of Heaven.

" Well, let them strike and drown ! Not he !
Not lion-hearted Paget !—NO !
The war's forgot ! He'll let us see
Seamanship at its topmost ! Blow,

" Boatswain, your pipe ! Endymions, hear !
Forward and aft, all hands on deck !
Let my sails draw, range hawsers clear ;
Paget from fate his foe will pluck.

" So bears she down ; the fair white flag
Hoisted, full friendly, at the main ;
Her guns run in ; twice to a rag
The stormsails tore, but set again.

" And when she rounds to wind, they swarm
Into their rigging, and they dip
The tricolour, with hearts made warm
By hope and love—Look there ! his ship

" Inshore the doomed one ! and you note
How, between life and death, he keeps
His frigate, like a pleasure boat,
Clean full and by ; and while he sweeps

" Athwart the Frenchman's hawse, let's go
His big sheet anchor, buoys it—cast
Clear o'er the rail. They know, they know ;
Here's help ! here's hope ! here's chance at last !

" For, hauling (you shall understand)
The English hawser o'er her sides,
All fear has fled of that black strand ;
Safely the huge three-decker rides.

" Safe will she come to Brest again,
With Jean and Jacques, and Paul and Pierre,
And float, to fight King George's men,
Thanks to that goodly British gear !

" But woe to bold *Endymion* !
Never was darker plight for craft ;
Laid-to—all but one anchor gone !
And those hard, fateful rocks abaft !

" Fresh saved from death ; the Frenchman
watched
A sailor's highest lesson shown ;
They view by skill that frigate snatched
From peril direr than their own.

" To beat to windward, she must fly
Round on the starboard tack ; but drives
Full on the rocks, in staying : Try
To wear her, the same death arrives.

" One desperate shift remains ! She brings
Her cable to the bitts ; makes fast ;
Drops anchor ; by the starboard swings,
And, when a-lee her stern is cast,

" Hauls on the bight and cuts adrift,
Sheets home her foresail, fills and swerves
A ship's length forth. Subtle and swift
Her aim the tempest's anger serves.

" In view of those safe-rescued men,
Foot by foot steals she room to live ;
Self stripped of hope except she win
The offing ; none may succour give.

" A ship's length more, one ship's length more !
And then helm down ! then something free
Comes the fierce blast. That leeward shore
Slides slow astern, that raging sea

" Widens. If once yon whitened reef
She weathers, 'tis a saviour saved !
Seamanship conquers. Past belief
She rounds. The peril hath been braved !

" Then louder than the storm-wind's yell
Rings in her wake the Frenchmen's cheer,
Bidding the good ship glad farewell
While the staunch frigate draws out clear.

" Never was nobler salvage made
Never a smarter sea-deed done."

" Best of all fights, I love," she said,
" This fight of the *Endymion*."

Mr. Schetky also drew several pen and ink sketches, depicting this incident, one of which was exhibited in the Royal Academy under the title of " A Noble Enemy."

The reproduction of the other painting of " The Rescue " that I am happily able to show was most kindly lent the author by the Very Reverend Edward Clarence Paget, Dean of Calgary, Canada, who is the possessor of the original painting and a grandson of Admiral the Hon. Sir Charles Paget.

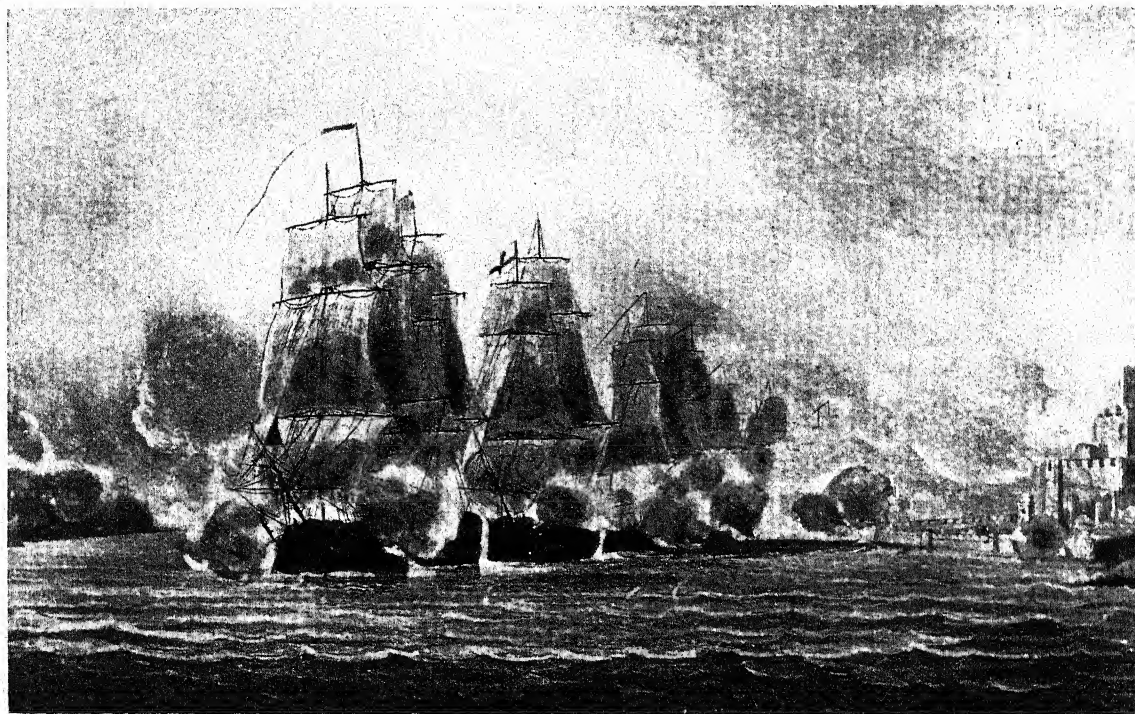
THE KING'S SHIPS

ENDYMION

This picture was painted by Mr. Nicolas Pocock in 1807 from Captain Paget's own description of the incident, which had taken place only three or four years previously, and the painter is said to have also received some assistance from a drawing made at the time of "The Rescue" by one of the "Endymion's" officers.

The picture when completed became the property of Captain Charles Paget and, until his death thirty-two years afterwards, it always hung in his own room at his house, Fair Oak, Rogate, Sussex. It then became the property of his widow Lady Paget until her death in 1843, when it passed to one of her daughters, Mrs. Kennedy. When Mrs. Kennedy died in 1901 the picture passed to her nephew Dean Paget of Calgary, Canada.

As there is no official record of this rescue, it is perhaps to be expected that from time to time persons will come forward and raise doubts as to its really ever having taken place. The author does not doubt the truth of the incident. Is it conceivable that a high-principled man



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

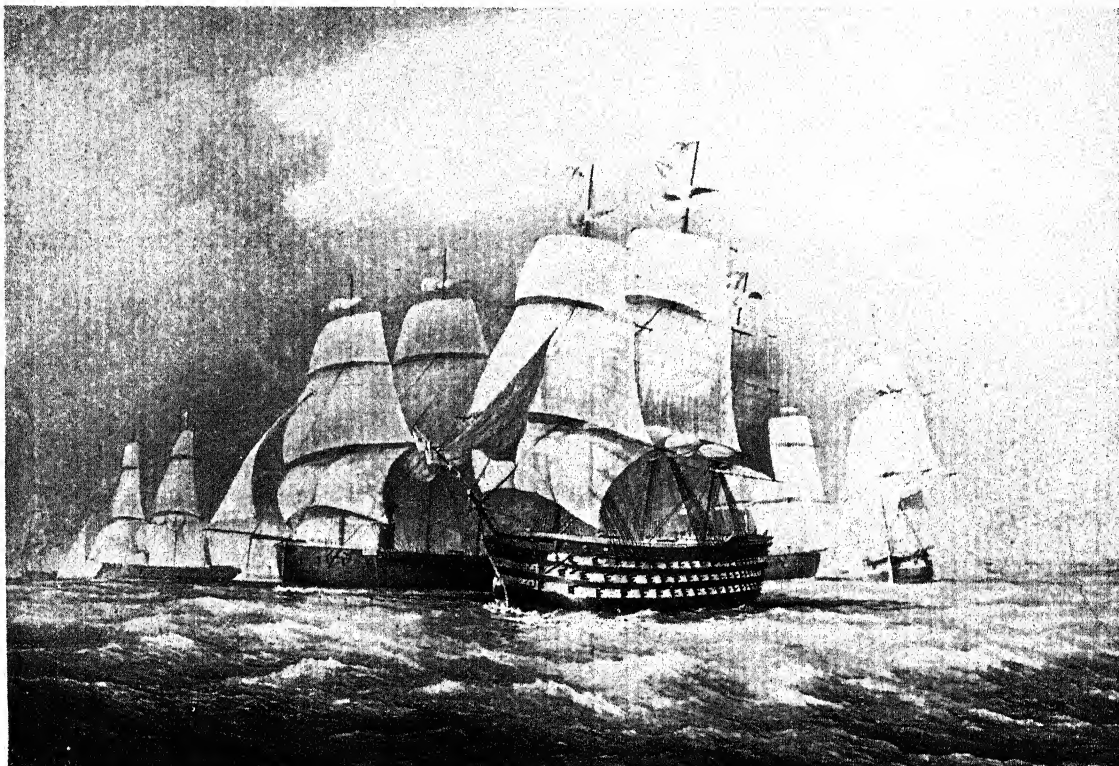
DUCKWORTH FORCES DARDANELLES.

with the modest and unassuming character that Admiral Sir Charles Paget is well known to have possessed would have allowed such a picture to be painted if "The Rescue" it represented did not actually take place? Moreover, for thirty-two years it hung in his study at Fair Oak and it must have been seen countless times by Naval officers of his own age and standing, some of whom would certainly have left some record of its falsity if there had been any doubt of its correctness. The absence of any entry in the log is, I think, very easily accounted for. Captain Paget's sailing orders were "to sink, burn, or destroy the enemy" and his chivalrous rescue being in direct contravention of these sailing orders, would, if found out, have certainly led to his being tried by court-martial, and very probably to his name being removed from the list of Post Captains. It is certain then that he would be at very great pains to see that nothing leaked out, and that would explain why, when both the Captain's and the Master's Logs of the "Endymion" were searched by Dean Paget in 1912 no entry concerning "The Rescue" was to be found.

It has also been suggested that "The Rescue" may have taken place, not in the "Endymion" which Captain Paget commanded from April 5th, 1803, until April 20th, 1805, but in either the "Brilliant" (March 1799 to April 1801), the "Hydra" (April 6th, 1801–April 1803), or the "Egyptienne" (December 27th, 1805, to March 21st, 1807), all of which ships were commanded by Captain Paget between the dates shown in brackets. Unhappily the logs

of these ships when searched gave no information which would assist in throwing light on one of the finest exploits in the history of the British Navy. But I am not without hope that the date and ship rescued will some day be verified. The reader is warned that on December 8th, 1799, there is an entry in the log of the "Brilliant" recording the loss of two anchors off Lisbon when that ship was in danger of drifting on to the Bar. She was eventually brought up by the sheet anchor, but this incident has no connection with the "Gallant Rescue."

The Author here desires to record his grateful appreciation of the generous courtesy of the French Ministry of Marine. When the "Endymion" incident was brought to the notice of the Minister he not only took a great interest in it, but gave considerate facilities for an examination of the Naval Archives at Paris and all French Naval Ports. He has since been so very good as to cause a still further search to be made by French officers, and I am certain that



Painted by Admiral Sir Edward Inglefield.

Victoria.

Rear-Admiral Edward F. Inglefield.

THE LAST CRUISE OF LAST THREE-DECKER "VICTORIA," 1867 ("ENDYMION" IN COMPANY).

no efforts will be spared in the attempt to locate the date and place of the "Rescue," as well as the name of the French ship concerned. Unfortunately the necessary information has not been discovered at the time of sending this volume to press.

In January and February 1805 (?) the "Endymion," while commanded by Captain the Hon. Charles Paget, captured seven Spanish treasure ships. One of them had on board specie, plate, and jewels to the amount of a million and a half dollars, and the gallant Captain in writing to his brother, Sir Arthur Paget, made a moderate calculation that his prize money would amount to about fifty thousand pounds.

On June 18th, 1805, the "Endymion," commanded by Captain the Hon. Charles Paget, captured the French 16-gun sloop "Colombe."

On January 29th, 1807, the "Endymion," commanded by Captain the Hon. Thomas Bladen Capell, left Constantinople with the British ambassador and the entire British commercial colony on board, in consequence of threats from the Porte.

On February 10th, 1807, the "Endymion," commanded by Captain the Hon. T. B. Capell, was at Tenedos in a fleet of 12 sail, commanded by Vice-Admiral Sir John Duckworth with his flag in "Royal George." On February 14th the "Ajax" caught fire and blew up with a loss

of 251 officers and men. At 7 A.M. on the 19th the fleet started to force a passage of the Dardanelles, and at 8 A.M. each ship in turn was fired at by the batteries on both sides of the entrance. At Abydos the English fleet exchanged fire with the fleet squadron and passed on and anchored 3 miles away. In the meantime a detached squadron under Rear-Admiral Sir William Sydney Smith attacked and destroyed the entire Turkish fleet of 14 vessels lying at Abydos. The fleet anchored 8 miles from Constantinople on February 20th, and stayed there for ten days while Sir John Duckworth tried to persuade the Turks to give in. During this time the jolly boat of the "Endymion," having on board a midshipman and four boys, was seized by the Turks and the prisoners were carried up to Constantinople. On March 1st the Vice-Admiral having accomplished nothing except to make his country look exceedingly foolish, started the return journey. On March 3rd the ships saluted the forts at the entrance to the Dardanelles. The Turks thinking the guns were shotted attacked the fleet as it passed, and inflicted severe injuries upon it, besides killing and wounding 160 men. For political reasons the conduct of Vice-Admiral Sir John Duckworth was not enquired into.

In 1814 the "Endymion," commanded by Captain Henry Hope, was engaged in the American War.

In April 1814 the boats from the "Endymion" assisted in the destruction of 27 American privateers in the Connecticut River.

On October 11th, 1814, the "Endymion" sighted and chased the famous New York privateer "Prince de Neufchâtel." When it fell calm the "Endymion" despatched her boats with 111 men to carry the brigantine by boarding. The "Prince de Neufchâtel" triced up her boarding nettings and loaded her guns with grape. The boats attacked, and some of the British cut through the nettings, but were killed as fast as they mounted. Twice the boats were repulsed, and the launch was captured. The American lost 17 killed and 24 wounded. Of the British, about 60 were killed and wounded, and 28 were captured in the launch.

On January 14th, 1815, the "Endymion," commanded by Captain Henry Hope, engaged the American 44-gun frigate "President" off New York. After a chase of three hours the "Endymion" drew up, and began to pour in broadsides from a position on the quarter, whence the "President" could not reply. After half an hour of this the two frigates engaged broadside to broadside in a running fight for some time, when the "Endymion," being disabled aloft, fell astern. Three hours afterwards the "Pomone" caught up with the "President," and pouring in a couple of broadsides killed and wounded a number of people. The "President" did not reply, and hauled down her colours. The "Endymion," which was a lighter ship in every way than the "President," fought a most creditable action and lost 11 killed and 14 wounded. In the "President" 24 were killed and 50 wounded. In a gale two days afterwards, three of the "President's" and two of the "Endymion's" masts went over the side, and in addition the "Endymion" had to throw overboard her forecastle and quarter-deck guns to save herself. On the "Endymion" arriving at Bermuda, the magistrates, merchants, and principal inhabitants waited upon Captain Hope with a complimentary address and a piece of plate. They also presented the officers with a goblet, to "be considered as attached to the present, or any future ship, which may bear the gallant name of "Endymion."

Great enthusiasm was shown when the "Endymion" reached Portsmouth with her prize in tow, and a gold medal was granted for the action.

The following song at once became popular in the Navy. It will be found in the Madden Collection (*Garlands*, i. 257), and volume xxxiii. of the Navy Records Society's publications:

THE "ENDYMION'S" TRIUMPH.

Come, all you valiant British Tars, attend unto my theme.
In eighteen hundred and fifteen this fact I will proclaim:
As we were cruising off New York, the night it being clear,
Bold *Mars* to us a message sent an enemy was near.

On January fifteen just by the dawn of day,
We spied a Yankee frigate that just had put to sea.
To her our squadron soon gave chase, but all soon dropt behind,
Except the bold *Endymion* who flew before the wind.

It was a handsome chace, my boys, as ever yet was seen,
Each man stood to his quarters, for victory was keen ;
When, about the hour of four o'clock, long tom began to tell,
With her we soon came up, brave boys, our ship could sail so well.

Their Commodore Decatur all hands on deck did call,
Saying, " Be of good courage, their vessel's very small ;
Besides, we have two men to one—so boys, be not asleep,
For in less than ten minutes we'll sink her in the deep."

But soon he found his great mistake, at five o'clock at night
We gave to them three daring cheers, and began the bloody fight.
This was their boasted frigate, in her they did confide,
But soon the bold *Endymion* pull'd down their Yankee pride.

Two hours and forty minutes, with courage void of fear,
This bloody fight we did maintain, and swept her decks so clear.
When she haul'd down her colours our valiant captain cries,
" Well done, well done, my brave boys, the *President's* our prize ! "

We had twenty killed and wounded—thank God we had no more—
Whilst one hundred of those Yankees lay weltering in their gore,
And more than twenty wounded, most grievous was their cries,
Their bitter moans and dying groans did rend the very skies.

The *President* she was well manned, five hundred was her crew ;
Three hundred and forty the *Endymion* were, 'tis true ;
Yet, nurs'd in the lap of victory, those Yankees did despise,
For we were all bold British Tars and stout courageous boys.

A curious observation, twelve months that day were spent
Since this proud Yankee Commodore a challenge to us sent.
We joyfully accepted it, British honour to defend,
But our Commodore would not permit, nor yet the same commend.

Full sore it grieved bold Captain Hope that contest to decline,
But now he may exult and say, " Decatur, you are mine ;
I long'd to meet you on this coast and sought you with much toil,
And since I have you snug on board, I'll show you British soil."

This action we'll record in the annals of British fame,
Her sixty-three to forty-eight it was unequal game.
Since we left Plymouth Harbour in eighteen hundred and thirteen,
All along the Yankee coast we have thirty prizes ta'en.

Bold Captain Hope commanded us, his praises we'll proclaim,
To him the greatest honour's due, he merits British fame.
" Be silent, men ! " was all his cry. " Bring all your guns to bear,
And do not fire one shot in vain ; both round and grape prepare."

It would take the quill of Homer or Virgil to indite
The valour of our officers display'd upon that night :
Our undaunted first lieutenant, bold Morgan of renown,
Mr. Garson, Mr. Ormon, bold Fanshaw and Yeaman.

But on the seventeenth, brave boys, at twelve o'clock at night
We lost our fore and mainmast, to us a doleful sight ;
To see us in this dreadful gale an adamant heart would weep,
Our quarter-deck and fore-castle guns we plunged in the deep.

But soon we rigged our jury-mast when that the gale was o'er,
The weather it came fine and clear, the billows ceased to roar ;
But soon another gale arose, which lasted three whole days,
In the Gulph Stream we were toss'd about, tremendous were the seas.

Our prize she was dismasted and much injury sustain'd ;
Thank God she's now arrived safe, the anchorage she's gain'd.
Thus kind Heaven protected us, all dangers we surviv'd,
For now in sweet Bermuda our ship and she's arriv'd.

THE KING'S SHIPS

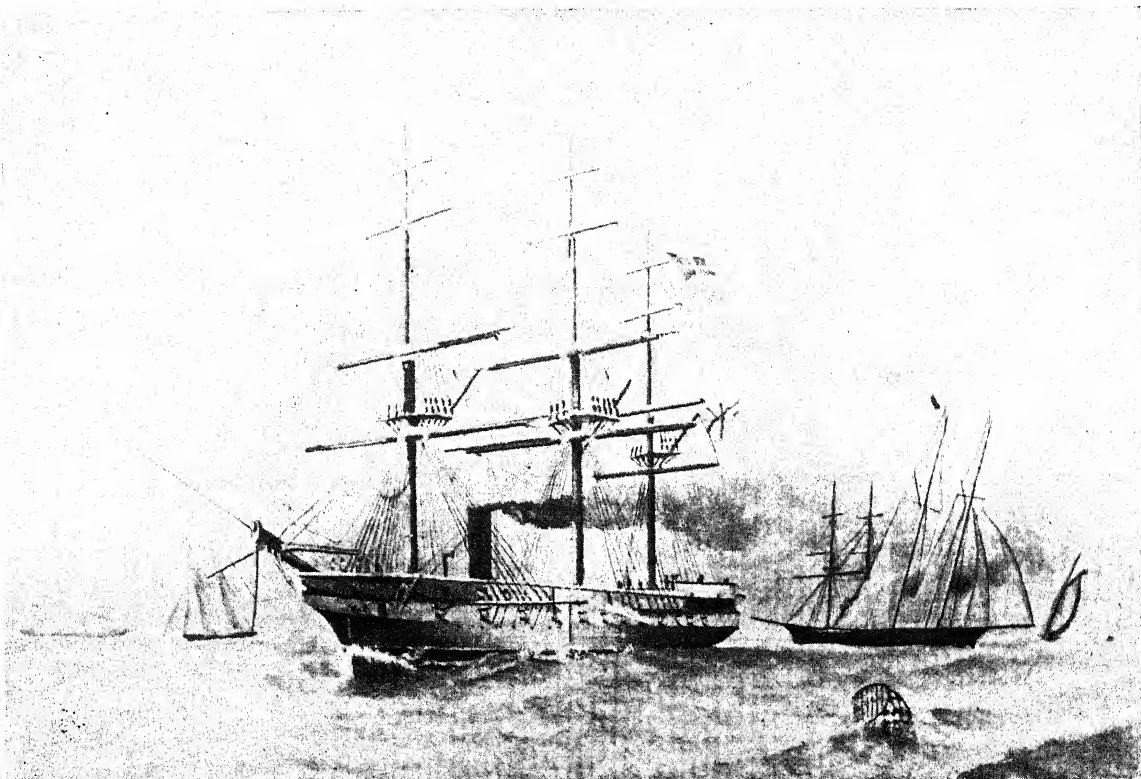
ENDYMION

Now let Commodore Decatur and all his Yankee crew
Write home to cowardly Madison what British Tars can do,
Whilst our trophies we'll bring home unto the British shore,
And cans of grog we'll pledge, my boys, now tempests cease to roar.

So fill to me a flowing bowl, and let the toast go round :
God prosper long bold Captain Hope with laurels he is crown'd ;
Success to our bold officers and all our valiant crew,
And may all British seamen their victories pursue.

In 1842 the "Endymion," commanded by Captain the Hon. Frederick Grey, took part in the China War.

In July 1842 the "Endymion" took part in the expedition into the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India Company's paddle steamers, and 40 transports



From an old drawing.

THE FOURTH "ENDYMION."

Admiral John Moresby.

carrying 9000 troops under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese sent some fire-rafts down the river against the fleet. The troops were landed on the following day, accompanied by a small Naval Brigade, and a few days later the town of Chingkiang was captured. Many of the Tartar defenders deliberately slew their wives and children, and then committed suicide. The General burnt himself with all his papers in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for peace. On the 29th the Treaty of Nanking was signed, which ceded Hong-Kong to Great Britain, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the China War of 1840-1842.

In 1868 the "Endymion" was broken up.

The third "ENDYMION" was a 16-gun corvette.

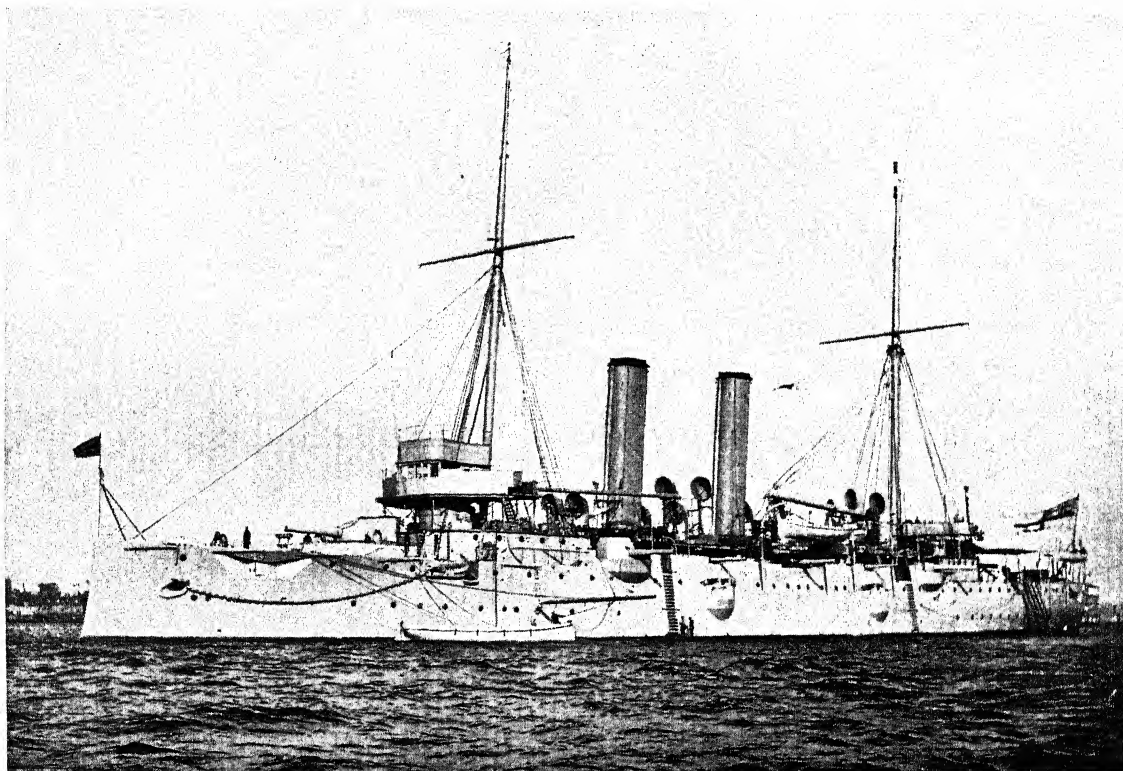
She was taken at Genoa in April 1814 by a squadron commanded by Captain Sir Josias Rowley.

The fourth "ENDYMION" was a 24-gun screw frigate, launched at Deptford in 1865. She was of 3197 tons, 1620 horse-power, and 9 knots speed. Her length, beam, and draught were 240 ft., 48 ft., and 20 ft.

For some years the "Endymion" acted as port guardship in the Humber. In 1885 the "Endymion" was sold.

The fifth "ENDYMION" is a 12-gun twin-screw cruiser, launched at Hull in 1891. She is of 7350 tons, 12,000 horse-power, and 20.5 knots speed. Her length, beam, and draught are 360 ft., 60 ft., and 24 ft.

In 1900 the "Endymion," commanded by Captain George Astley Callaghan, took part in the third China War or Boxer Riots.



THE FIFTH "ENDYMION."

From the photograph by Ernest Hopkins.

On June 9th a Naval Brigade of mixed nationalities, 2000 strong, and with 19 guns, started for the relief of Peking under Vice-Admiral Sir Edward Seymour. A detachment of men from the "Endymion" formed part of this landing force. The expedition went through some very severe fighting, and suffered a loss of 2 officers and 63 men killed, and 20 officers and 210 men wounded before withdrawing. Among the wounded were Lieutenant Horatio Colomb and Sub-Lieutenant Lawrence Braithewaite, both of the "Endymion."

A detachment from the "Endymion" on June 17th formed part of a Naval Brigade of mixed nationalities, consisting of 35 officers and 869 men under Commander Christopher Cradock, of the "Alacrity," which attacked and captured the Taku Forts. The British casualties amounted to 1 killed and 13 wounded. Commander Cradock mentioned Lieutenant Arthur Russell Hulbert, the torpedo lieutenant of the "Endymion," as having specially distinguished himself.

A detachment from the "Endymion" assisted in the relief, defence, and capture of Tientsin, and the "Endymion" lost 1 officer and 2 seamen killed, and 4 men wounded.

In August the "Endymion" contributed to a number of officers and men which accom-

THE KING'S SHIPS

ERNE

panied 20,100 troops under General Sir Alfred Gaselee to the final and satisfactory relief of Peking. Captain George Astley Callaghan, of the "Endymion," commanded the Naval Brigade on this occasion, and he was mentioned in despatches and received the C.B. for this service.

A coincidence quite worth remarking in this work is that during 1900-1901 this "Endymion" was commanded by Captain Alfred Wyndham Paget. This officer is a great-nephew of the Captain the Hon. Charles Paget, whose high sense of chivalry in connection with the "Gallant Rescue" will cause the name of "Endymion" to be always remembered in the Navies of Great Britain and France with every feeling of pride and satisfaction.

For many years the "Endymion" acted as a seagoing tender to the Sheerness Gunnery School, and she subsequently became one of the ships in the Training Squadron for Boys.

ERNE

ERNE.—A sea-eagle. In later years this ship-name was revived in connection with the Irish river of the name. A river of Ireland, rising in Lough Gowna, County Cavan, and after a course of about 72 miles, during which it contributes to form two lakes of the same name, distinguished as the Upper and Lower Erne, it falls into Donegal Bay.

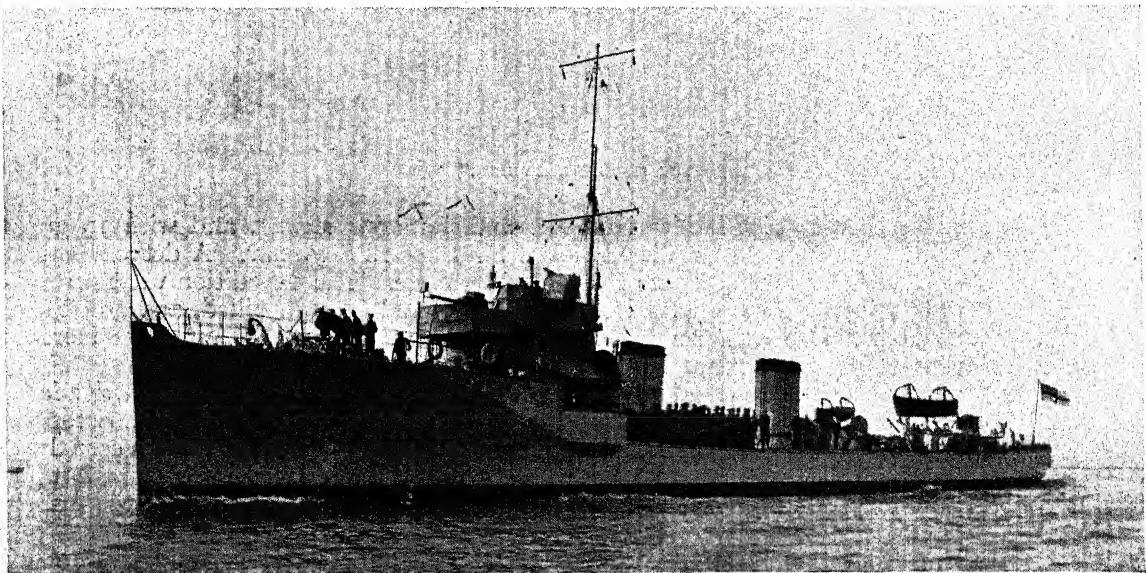
The first "ERNE" was a 22-gun corvette, launched at Dartmouth in 1813. She was of 457 tons, and carried a crew of 135 men. Her length, beam, and draught were 115 ft., 30 ft., and 10 ft.

On June 1st, 1819, the "Erne," while commanded by Commander Timothy Scriven, was wrecked and lost at the Cape de Verde Islands.

The second "ERNE" was a 2-gun screw gunboat, launched at Newcastle in 1856. She was of 234 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

In 1874 the "Erne" was broken up at Chatham.

The third "ERNE" is a twin-screw torpedo-boat destroyer, launched at Jarrow-on-Tyne in 1903. She is of 550 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 225 ft., 23 ft., and 10 ft.



THE THIRD "ERNE."

From the photograph by Ernest Hopkins.

ESPIÈGLE

The Wars of the French Revolution and Empire—

The blockade of the Dutch coast	1796
Recaptured British "Crash" from Dutch	1799
Boat attack at Schiermonnikoog	1799
Assisted to destroy Dutch "Vengeance"	1799
Operations in Holland	1799

The defence of Lemmer	1799
Minor operations in America	1813, etc.

Suppression of piracy in Canton River	1847
Intervention in Chili	1891
Operations in Persian Gulf	1910, etc.

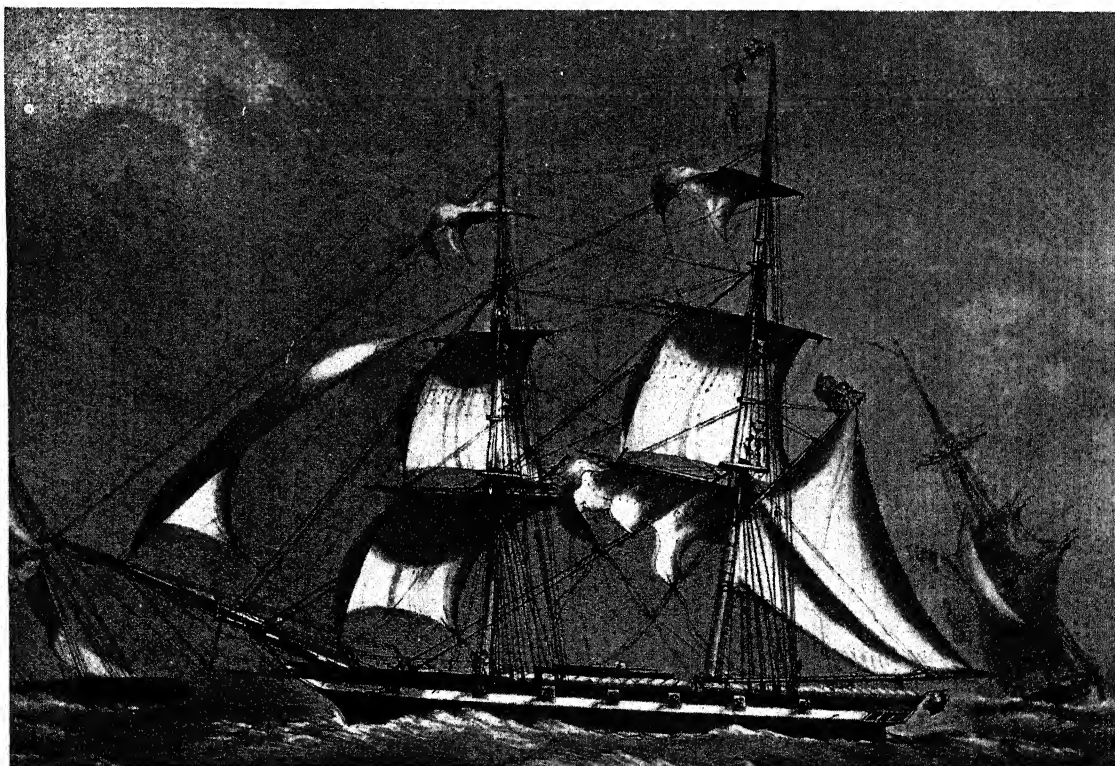
ESPIÈGLE.—A French word meaning "frolicsome."

The first "ESPIÈGLE" was a French 16-gun brig. She was of 271 tons, and carried a crew of 96 men. Her length, beam, and draught were 92 ft., 26 ft., and 11 ft.

She was captured off Ushant on November 30th, 1793, by the British frigates "Nymphé" and "Circe."

In 1796 the "Espiegle," commanded by Commander Benjamin Roberts, was engaged in the blockade of the Dutch ships in the Texel under Admiral Adam Duncan. On February 23rd, during the temporary absence of the blockading squadron, the "Espiegle" observed the escape of some dozen Dutch ships. She followed them for some hours, and then sent information to the Admiral.

On August 11th, 1799, the "Espiegle," commanded by Commander James Boorden, while in company with the "Pylades" and "Courier," attacked the ex-British 12-gun brig "Crash" which was lying between Schiermonnikoog and the Dutch mainland. After a fifty minutes'



Lithographed by H. J. Vernon.

THE SIXTH "ESPIÈGLE."

T. H. Parker, Brothers.

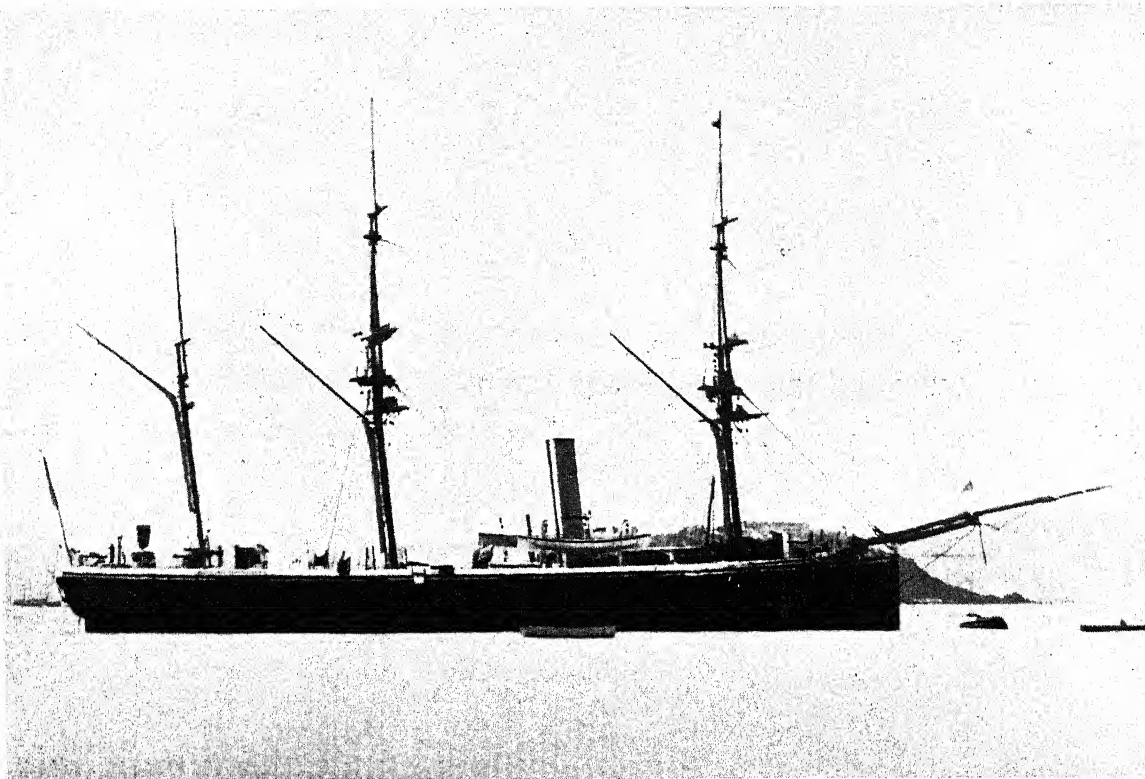
THE KING'S SHIPS

ESPIÈGLE

action the Dutch flag was hauled down and the "Crash" was captured, with a British loss of 3 killed and wounded.

On August 12th, 1799, the boats from the "Espiegle" and other ships attacked the Dutch 6-gun schooner "Vengeance" which was lying under the guns of a battery on Schiermonnikoog. Under a heavy fire the battery was taken, and its guns spiked or brought off. The schooner "Vengeance" was burned by her crew. There was no loss on the British side.

In 1799 the "Espiegle," commanded by Commander James Boorden, was co-operating in the Zuyder Zee with the British and Russian forces, which under His Royal Highness the Duke of York were attacking the combined French and Dutch forces. The British and Russian forces were eventually defeated and forced to evacuate Holland. But before the withdrawal a detachment of seamen and marines under Commander Boorden, which held the town of Lemmer,



THE SEVENTH "ESPIÈGLE."

From the photograph by H. J. Symonds.

distinguished themselves on October 11th by repelling without loss a prolonged attack by a vastly superior force of the enemy.

In 1802 this brig was sold.

The second "ESPIÈGLE" was a 12-gun vessel taken from the French.

She was captured in the West Indies on March 16th, 1794, by the "Iphigenia," commanded by Captain Patrick Sinclair.

The third "ESPIÈGLE" was a 16-gun sloop, purchased in 1804, having been built at Barnstaple in the same year. She was of 305 tons, and carried a crew of 65 men. Her length, beam, and draught were 98 ft., 27 ft., and 10 ft.

In 1811 the "Espiegle" was broken up at Plymouth.

The fourth "ESPIÈGLE" was a 16-gun sloop, captured from the French.

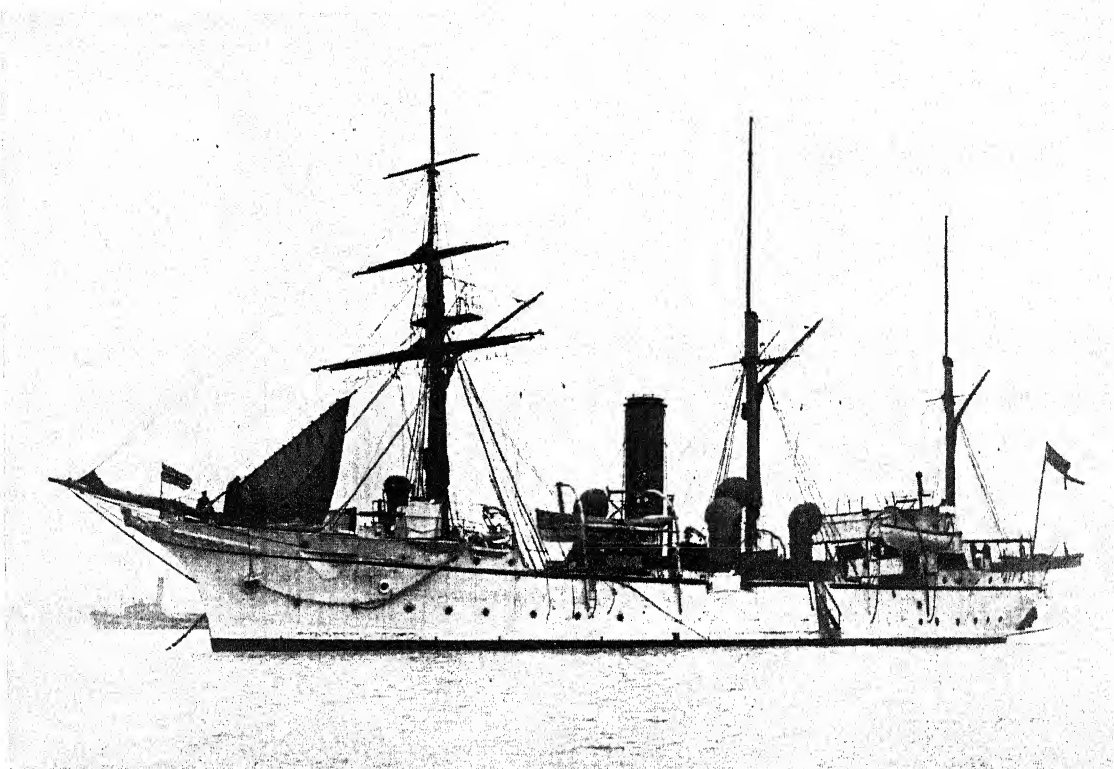
She was taken on August 16th, 1808, near Martinique by the British 38-gun frigate "Sibylle," commanded by Captain Clotworthy Upton. The "Espiegle" was added to the Navy, but her name was subsequently changed to "Electra."

The fifth "ESPIÈGLE" was an 18-gun brig sloop, launched at Ipswich in 1812. She was of 387 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

In 1813 the "Espiegle," commanded by Commander John Taylor, was engaged in the American War, and in 1833 she was sold out of the service.

The sixth "ESPIÈGLE" was a 12-gun brig, launched at Chatham in 1844. She was of 443 tons, and carried a crew of 130 men. Her length, beam, and draught were 105 ft., 32 ft., and 12 ft.

In April 1847 the "Espiegle," commanded by Commander Thomas Pickering Thompson



THE EIGHTH "ESPIÈGLE."

From the photograph by Ernest Hopkins.

in company with one other ship, attacked the Chinese pirates in the Canton River. Between April 3rd and April 26th these ships attacked, captured, and destroyed the Bogue Forts, a work which was accomplished without serious difficulty.

In 1861 the "Espiegle" was sold for £805.

The seventh "ESPIÈGLE" was a 6-gun screw sloop, launched at Devonport in 1880. She was of 1137 tons, 900 horse-power, and 11 knots speed. Her length, beam, and draught were 170 ft., 36 ft., and 16 ft.

In 1891 the "Espiegle," commanded by Captain Arthur Calvert Clarke, assisted to bring about a reconciliation between the two contending factions in a Chilian revolution. At the request of the British minister to Chile, the "Espiegle" carried a large quantity of Balmeceidist silver from Chile to Montevideo. This action was much discussed at home, and Captain Frederick St. Clair, of the "Champion," the senior Naval officer present, incurred in consequence the disapprobation of the Admiralty.

This vessel was eventually fitted out for the boom defence at Southampton, and her name was changed to "Argo."

THE KING'S SHIPS

ESSEX

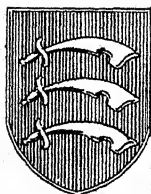
The eighth "ESPIÈGLE" is a 6-gun twin-screw sloop, launched at Sheerness in 1900. She is of 1070 tons, 1400 horse-power, and 13 knots speed. Her length, beam, and draught are 185 ft., 33 ft., and 12 ft.

At various dates from 1910 onwards this vessel, under the command of Commander Cecil Maxwell Lefroy, and other commanding officers, was engaged in the suppression of the illicit gun-running traffic in the Persian Gulf.

ESSEX

ESSEX PRIZE

The second Dutch War—		The War of the Quadruple Alliance—	
The blockade of the Zuyder Zee	1665	The battle off Cape Passaro	1718
The battle off Lowestoft	1665	Captured Spanish "Juno"	1718
The Four Days' Fight	1666		
The third Dutch War—		The War of Jenkins's Ear, and of the Austrian Succession—	
Convoy service	1672-3	The battle off Toulon	1744
The War of the English Succession—		The Seven Years' War—	
The battles off Cape Barfleur and La Hogue . .	1692	Assisted to capture French "Galatée"	1758
The War of the Spanish Succession—		The bombardment of St. Malo	1758
Rooke's expedition to Cadiz	1702	The bombardment and capture of Cherbourg .	1758
Rooke's action with Franco-Spanish fleet at Vigo	1702	Hawke's action with De Conflans in Quiberon Bay	1759
The capture of Gibraltar	1704	The bombardment and capture of Belle Isle .	1761
The battle off Velez Malaga	1704		
Minor operations in the Baltic	1715-6	Checking early chronometers	1761



ESSEX.—A maritime county of England on the east coast, washed by the North Sea. The coast line is 85 miles long, and the area of the county is 1688 square miles. Extensive salt marshes border the coast. The centre and north part of the county is richly wooded.

Robert Devereux, Earl of Essex, was a distinguished Elizabethan adventurer. Born 1567. In 1589 he accompanied Sir Francis Drake in an expedition to Portugal. In 1596 he was in joint command of an expedition against Spain, when he contributed to the capture of Cadiz, and to the destruction of 57 Spanish men-of-war. Took part in the Voyage to the Islands, 1597. Though a favourite of Queen Elizabeth, he frequently quarrelled with her, and on one occasion she boxed his ears at a council meeting. He acted as General against Ireland, but failed to subdue the province of Ulster. On one occasion he is said to have remarked of Queen Elizabeth "that she grew old and cankered, and that her mind was become as crooked as her carcass." He was beheaded in 1601 for treason.

The first "Essex" was a 48-gun ship, launched at Deptford in 1653. She was of 742 tons, carried a peace crew of 160, a war crew of 260, and her length, beam, and draught were 118 ft., 33 ft., and 17 ft.

In 1654 this ship began her maiden commission, flying the flag of Rear-Admiral James Bourne at the head of a squadron of 6 ships destined for the protection of the Newfoundland fisheries.

In 1665 the "Essex" was one of a fleet of 109 men-of-war and frigates, armed merchantmen, and 28 fireships and ketches under the Duke of York, Lord High Admiral. They mounted in all 4192 guns, and had 21,000 sailors, marines, and soldiers. The fleet sailed on April 21st for the Texel, blockaded the Zuyder Zee, captured a number of merchantmen, and then returned to the Thames. The Dutch thereupon mobilised 103 men-of-war, 7 yachts, 11 fireships, and 12 galliots, carrying in all 4869 guns and 21,556 officers and men. The two fleets met, and an action began at 3 A.M. on June 3rd. The Dutch flagship hotly engaged the English flagship, and was on the point of compelling the "Royal Charles" to give in when the Dutch flagship blew up, and only 5 men were saved out of the 409 on board. After a very fierce action the Dutch were in full flight at 7 P.M. Fourteen Dutch ships were captured and brought into port, 4 were abandoned as unseaworthy after capture, and 14 were destroyed. In addition, the Dutch lost 4000 killed and 2000 taken prisoners. The English lost one ship taken, 250 men killed including 2 flag-officers, 340 wounded, and 200 prisoners taken by the Dutch. After the enemy were brought to confusion the Duke of York failed to chase them, and his conduct was

THE KING'S SHIPS

much criticised. It appears that his wife had charged his servants to see that their master did not do too much.

In 1666 the "Essex," commanded by Captain Sir William Reeves, took part in the operations against the Dutch which culminated in the Four Days' Fight between Dunkirk and the Downs. The English force consisted of 80 ships, carrying 4460 guns, and manned by 21,085 officers and men. The Dutch force consisted of 85 ships, carrying 4615 guns, and manned by 21,909 officers and men. The Dutch gave the English a good beating, though they lost 6 or 7 vessels sunk or burnt, and 2000 men killed and wounded. The English lost much more heavily, some 20 ships and about 5000 lives. Two English flag-officers also were killed, Vice-Admiral Sir Christopher Myngs who flew his flag in "Victory," and Vice-Admiral Sir William Berkeley, a promising young flag-officer aged about twenty-seven, who flew his flag in



From an old Dutch Engraving published by Dancker Dauckerts.

British Museum.

THE FOUR DAYS' FIGHT.

"Swiftsure." On this occasion the Dutch were commanded by Admiral M. A. de Ruijter, and the English by George Monck, Duke of Albemarle, Admiral and General-at-sea. The "Essex" was one of the ships captured by the Dutch, but her captain, Sir William Reeves, greatly distinguished himself by the way he defended his ship against large odds.

The second "ESSEX" was a hired armed ketch.

She was duly commissioned, and was employed on convoy service in the North Sea during the third Dutch War (1672-1673), and had several brushes with privateers. In 1675 she reverted to her original calling.

The third "ESSEX" was a 70-gun ship, launched at Blackwall in 1679. She was of 1072 tons, and carried a crew of 480 men. Her length, beam, and draught were 150 ft., 40 ft., and 18 ft.

In 1692 the "Essex," commanded by Captain John Bridges, was in the Blue or Rear squadron of the combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell with his flag in "Britannia," which fought a French fleet under Admiral Tourville, the victor at Beachy Head.

THE KING'S SHIPS

ESSEX

The Anglo-Dutch fleet with 6756 guns consisted of 99 ships of the line, 38 frigates and fire-ships. The French fleet consisted of 44 ships of the line, and 13 frigates and fireships, and carried 3240 guns. The fleets met off Cape Barfleur on May 19th, and an action which began at 10 A.M. was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd 12 of their men-of-war were burned in the Bay of La Hogue. These ships had been hauled in close to the shore, and the French soldiers destined for the invasion of England came down and assisted in the defence, but were pulled off their chargers by the seamen's boathooks. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of their ships escaped by running through the dangerous race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety.



After Isaac Sallmaker. Engraved by M. Vander Gucht.

THE BATTLE OFF BARFLEUR.

British Museum.

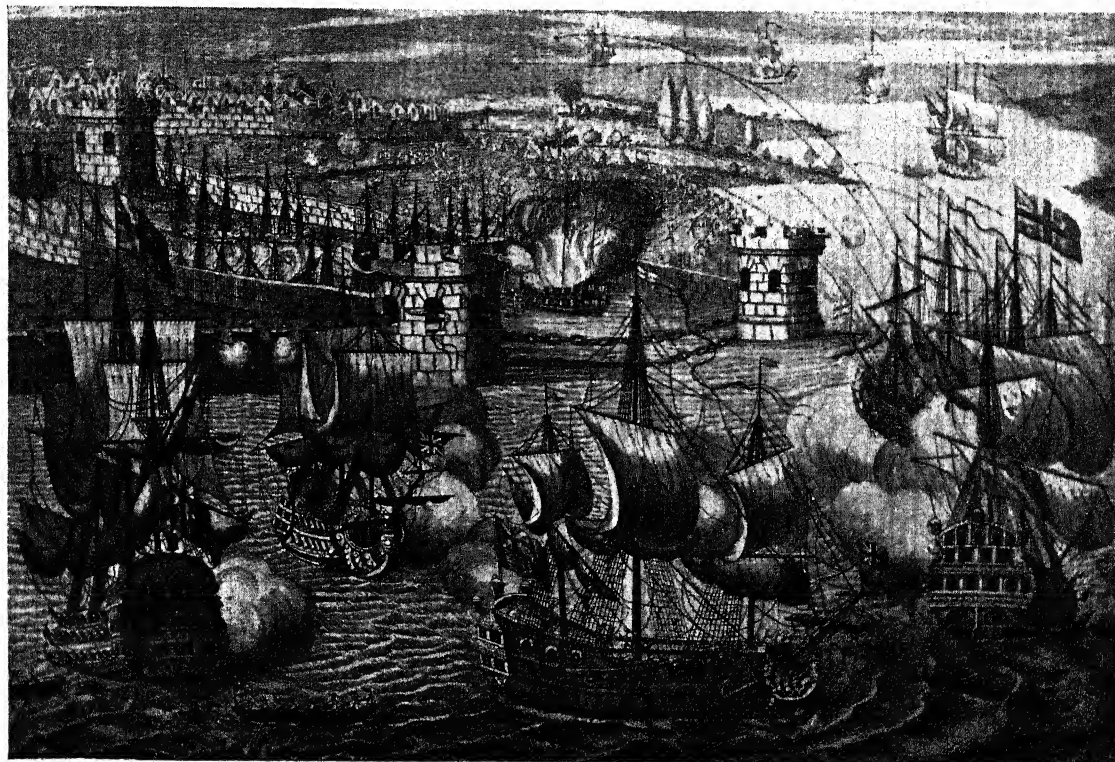
In 1700 the "Essex" was rebuilt at Rotherhithe.

In 1702 the "Essex," commanded by Captain John Hubbard and flying the flag of Rear-Admiral Sir Stafford Fairborne, was one of an Anglo-Dutch fleet of 50 ships of the line, besides bombs, fireships, storeships, transports, hospital ships, and tenders, making 160 sail in all, under Admiral Sir George Rooke with his flag in "Somerset." They intended to operate against the Franco-Spanish allies and leaving England on June 19th they arrived off Cadiz on July 12th. The men were landed on the 15th, and after some resistance Rota surrendered to an attack by the allies. The men on shore became demoralised with drink and licentiousness and nothing further was done except to hold councils of war, and the allied fleet withdrew from Cadiz on September 19th, 1702. It then proceeded to Vigo, and found the combined French and Spanish fleets inside the harbour of Redondela defended by a stout boom of masts, yards, and cables. Only a portion of the Anglo-Dutch fleet operated, and the "Essex" was so fortunate as to be one of the ships employed. After the boom had been charged and broken by Vice-Admiral Hopsonn in the "Torbay," the entire Franco-Spanish fleet was taken, burned, or destroyed, and enormous treasure and booty fell into the hands of the victors. Forty-one of the enemy's craft suffered, and this operation covered Rooke's inactivity at Cadiz.

In 1704 the "Essex," commanded by Captain John Hubbard, took part in the capture

THE KING'S SHIPS

of Gibraltar, and as the ships anchored in the bay the fortress fired. Nine Dutch and sixteen English ships took part in the operations. The fire from the fortress compelled the fleet to warp farther out. Eighteen hundred marines were disembarked on the neck, the only opposition to this course of action coming from 50 Spanish troopers who quickly retired with the loss of one man. On July 22nd the fleet warped into position for the bombardment, the operation lasting well into the night. The "Essex" was one of the ships told off to attack the town and the South Bastion. On the 23rd the action began at 5 A.M., and the English fleet acted with such vigour and made so much smoke that Rear-Admiral George Byng, who commanded, reduced the number of guns firing by ordering only those of the lower deck to be used. During the afternoon firing ceased, boats were manned and armed, and the men landed. The Spaniards blew up a mine which did as much damage to themselves as to the attackers,



Published by W. Rayner.

ROOKE AT VIGO.

Royal United Service Institution.

and after some small resistance the flag was planted on a redoubt half-way between the New Mole and the town, and on July 24th, 1704, the town surrendered. It was not a difficult capture, for although there were 100 guns the Spanish garrison numbered only 80 officers and men. But these 80 Spaniards fought exceedingly well, and the allies lost 61 killed and 260 wounded.

The "Essex" then stood over to the Barbary coast and watered, and continued the search for the French fleet. This was found during a gale of wind on August 12th off Cape Malaga. A battle then took place off Velez Malaga between the Anglo-Dutch and Franco-Spanish fleets.

The Anglo-Dutch fleet consisted of 51 ships mounting 3636 guns, and was commanded by Admiral of the Fleet Sir George Rooke with his flag in "Royal Katherine." The Franco-Spanish fleet consisted of 51 ships mounting 3596 guns, and was commanded by Admiral Comte de Toulouse. The engagement lasted from 10 A.M. to 7 P.M., when the Franco-Spaniards hauled off. On neither side was any ship taken, and it was a drawn battle. The "Essex" lost 13 killed and 36 wounded. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed and more than as many wounded. Both sides claimed the victory, and a Te Deum was sung in Paris in honour of the event.

In 1713-14 the "Essex" was rebuilt at Chatham.

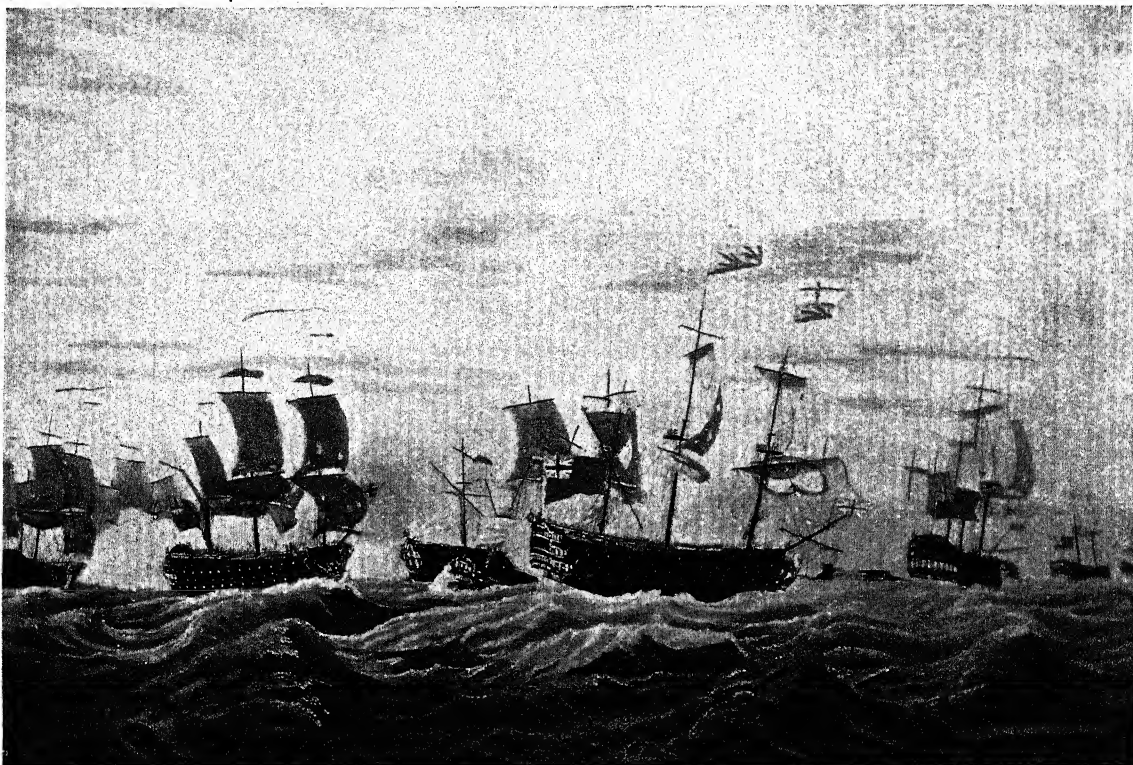
THE KING'S SHIPS

ESSEX

In July 1715 the "Essex" was one of a fleet of 18 ships under Admiral Sir John Norris which arrived in the Baltic, and allied itself to a Dutch fleet. The allies joined the Danes who at that time were engaged in fighting the Swedes, but they did not themselves take part in any fighting.

In June 1716 the "Essex" was one of a fleet of 19 ships under Admiral Sir John Norris which arrived in the Baltic, where they joined their Russian, Dutch, and Danish allies. Many difficulties arose, and neither the Danish nor the British Admiral would take orders from each other. The Tsar Peter I. therefore assumed command, but nothing of importance occurred.

In 1718 the "Essex," commanded by Captain Richard Rowzier, was in a fleet consisting of 22 ships of the line and frigates, and 8 small craft. This fleet was commanded by Admiral Sir George Byng with his flag in "Barfleur," and met and defeated the Spaniards off Cape



After R. Paou. Engraved by P. C. Canot.

HAWKE'S ACTION IN QUIBERON BAY.

T. H. Parker, Brothers.

Passaro on August 11th. The Spanish fleet consisted of 29 ships of the line and frigates, and 16 small craft, and was commanded by Vice-Admiral Don Antonio Castaneta with his flag in "Real San Felipe." The enemy were sighted by Admiral Byng off Messina on August 10th, and 4 big ships were despatched in chase. On the 11th the small Spanish vessels stood towards the shore, and 8 vessels were despatched in chase. The main body of the Spaniards straggled away in great confusion. The English pursued and came up and engaged them one by one. The "Essex" took a gallant part in the action, and herself captured the "Juno." The Spaniards had opened fire with their stern chasers at 11 A.M., but by nightfall they were completely defeated. Thirteen Spanish ships were captured and seven were burned. The remaining Spaniards managed to escape.

In 1736 the "Essex" was broken up at Woolwich.

The fourth "ESSEX" was the "Essex Prize." She was a 16-gun vessel taken from the French in 1694. She was of 152 tons and her length, beam, and draught were 75 ft., 22 ft., and 10 ft.

In 1702 she was sold for £63.

THE KING'S SHIPS

The fifth "Essex" was a 64-gun ship, built at Woolwich in 1740. She was of 1226 tons, and carried a crew of 480 men. Her length, beam, and draught were 151 ft., 43 ft., and 17 ft. It is probable that some of the timbers of the "Essex" broken up in 1736 were worked into this ship.

In 1744, under the command of Captain Richard Norris, the "Essex" was in the Centre or Red squadron of the English fleet opposed to the Franco-Spanish allies in the battle of Toulon.

The English fleet consisted of 40 ships in all, and was commanded by Admiral Thomas Matthews with his flag in "Namur." The Franco-Spanish fleet consisted of 36 ships in all, and was commanded by Admiral De Court with his flag in "Terrible." The fleets sighted one another on February 10th, 1744, and engaged at 11 A.M. on February 11th. A hot action followed, in which one ship was captured from the allies and subsequently recaptured by them. The allies were put to flight and were pursued until the morning of the 13th. The chief result of this action was the suspension of Vice-Admiral Lestock, for not supporting the Commander-in-Chief in the attack. He was tried and most undeservedly acquitted. The Commander-in-Chief was cashiered and four captains were punished. Captain Norris of the "Essex" was accused of misbehaviour by his officers, and was ordered home for court-martial; but on his way he seized the opportunity to abscond at Gibraltar, thus, it must be feared, admitting his guilt.

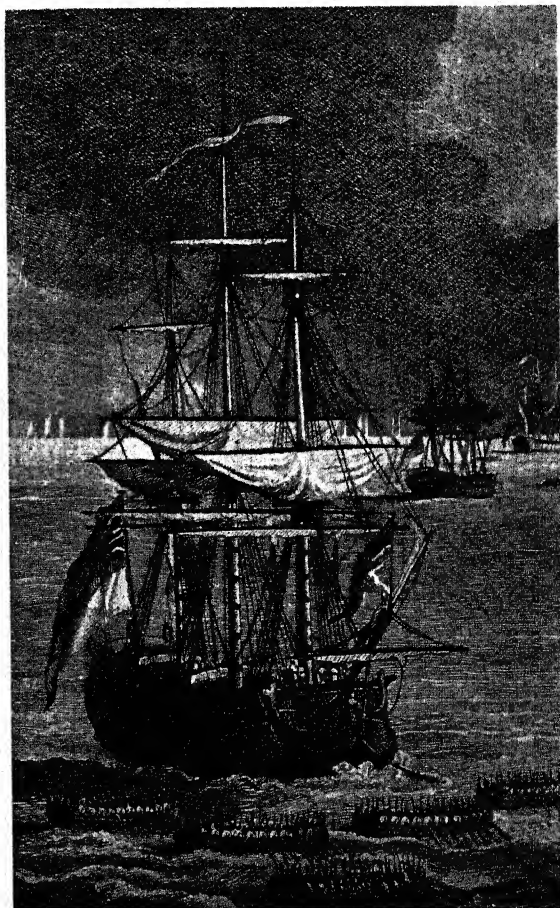
On April 7th, 1758, the "Essex," in company with the "Pluto," captured a French 22-gun ship named the "Galatée," a letter of marque ship mounting 20 guns, and a transport.

In 1758 the fifth "Essex" flew the broad pennant of Commodore the Hon. Richard Howe in a fleet consisting of 5 ships, 10 frigates, 5 sloops, 2 fireships, and 2 bombs. This force escorted 14,000 troops under the Duke of Marlborough in 140 ships and a number of flat-bottomed boats. The expedition sailed from Spithead on June 1st and anchored near to St. Malo on June 5th. In order to get nearer to the forts, the commodore shifted his broad pennant, and stood in towards the shore with some of the small ships. The batteries were then bombarded and silenced. The troops were successfully landed, but after a week's operations it was decided that the attempt on St. Malo was impracticable. The ships thereupon withdrew and arrived at Spithead on July 1st.

On August 6th the fleet anchored off Cherbourg and, having successfully landed the troops, proceeded to bombard the town. By August 15th the enemy had retired and left the English in possession. Piers, magazines, harbour works, and all the vessels in the port were either burned or destroyed, and the fleet withdrew.

On November 20th, 1759, the "Essex," commanded by Captain Lucas O'Brien, took part in Admiral Sir Edward Hawke's victory over the French in Quiberon Bay.

The English fleet consisted of 33 ships under Admiral Sir Edward Hawke, who flew his flag in "Royal George." The French fleet consisted of 25 ships under Vice-Admiral de Conflans, who was on board the "Soleil Royal." The French were sighted off Quiberon Bay at 8.30 A.M.



After D. Serres, R.A.
Engraved by P. C. Canot.

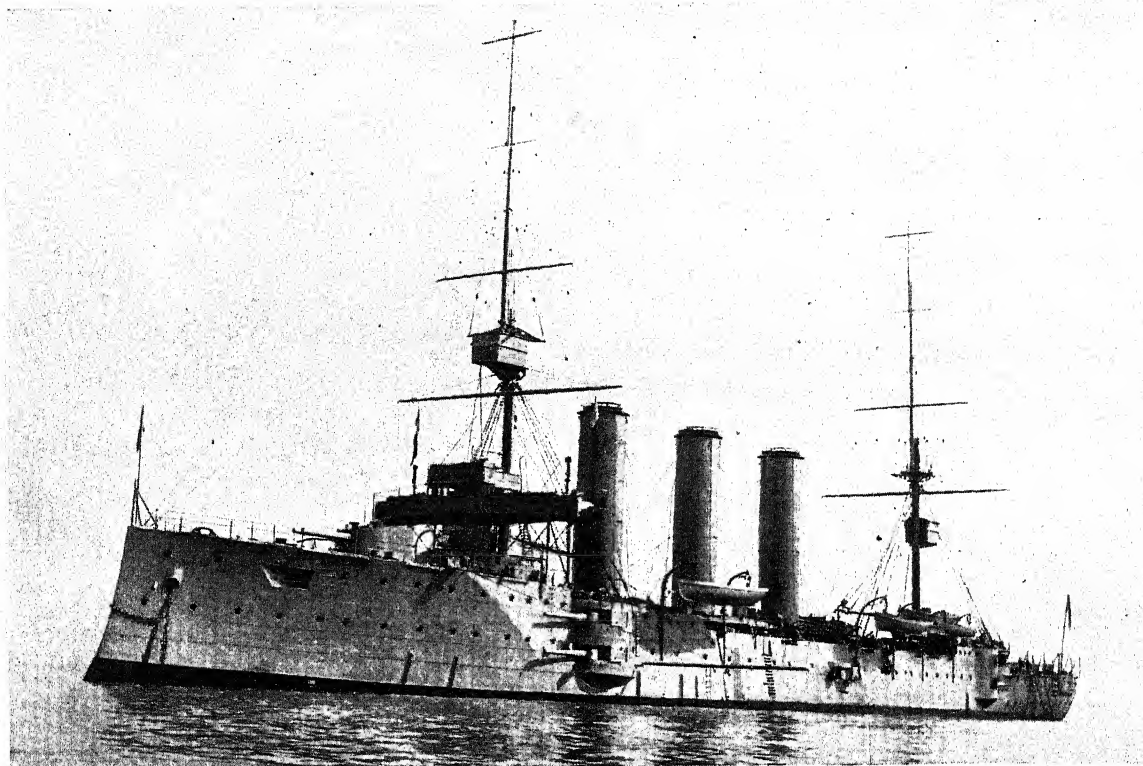
T. H. Parker, Brothers.

THE SIXTH "ESSEX" AT BELLE ISLE.

THE KING'S SHIPS

ESSEX

on November 20th. The English at once chased. At 2 P.M. the engagement opened by the French rear firing on the English van as they came up and overlapped. At 4 P.M. the "Formidable," the French rear-admiral's ship, struck after having lost the rear-admiral and 200 others killed. Two French ships foundered at 5 P.M. through fighting their lower-deck guns in bad weather; in one case alone 780 lives were lost out of 800. Another French ship struck at 5.30 P.M. The English fleet were in a position of great danger; they were on a lee shore, with a gale of wind behind them, so they anchored at nightfall. On the morning following the "Resolution" was seen to be on shore, wrecked and lost. The French flagship, "Soleil Royal," in the confusion had anchored in the middle of the English fleet and remained there all night. On realising that she was among her enemies, she at once cut her cables. The "Essex" started in pursuit of her, but in the haste both ships ran ashore and were lost, the "Essex"



THE EIGHTH "ESSEX."

From the photograph by Ernest Hopkins.

going to pieces on Four Bank in Quiberon Bay. Some of the French ships managed, by taking advantage of the flood tide, to get into Vilaine River, and were never able to get out again. The British loss was only 50 killed and 250 wounded. Sir Edward Hawke was rewarded with a pension of £2000 a year, and 3 post-captains were given the honour of appointment as colonel of marines.

The sixth "ESSEX" was a 64-gun ship, launched on the Thames in 1760. She was of 1379 tons, and carried a crew of 500 men. Her length, beam, and draught were 158 ft., 45 ft., and 16 ft.

On March 29th, 1761, the "Essex," commanded by Captain Alexander Schomberg, sailed in a squadron of 31 vessels under the supreme command of Commodore the Hon. Augustus Keppel with his broad pennant in "Valiant." They carried with them 10,000 troops, and reached Belle Isle on the French coast on April 6th. On April 8th a 4-gun battery at the mouth of the bay was silenced. On the same day the troops were landed and beaten back. On April 22nd, after some bad weather had interfered with the progress of the operations, the troops were again landed under the cover of the guns of the "Essex" and other ships. The French retired before them to Palais. Batteries were immediately erected, and until the

THE KING'S SHIPS

middle of May the town was subjected to a fierce bombardment. On June 8th the Governor surrendered Palais. The English lost 310 killed and 500 wounded, besides many who died of disease.

In 1761 the Board of Longitude decided to give an official trial to a chronometer of unusual accuracy invented by Mr. Harrison, a watchmaker. A ship was lent and carried out a series of experiments. On May 23rd, 1762, Mr. Harrison's ship met the "Essex," commanded by Captain Alexander Schomberg, off the Scillies. A comparison between the two ships showed that the chronometer, in spite of bad weather and much shaking, had lost only 1 min. 54 sec. in four months.

After acting as a receiving ship at Portsmouth for some years, the "Essex" was sold in 1779.

In 1782 the loyal inhabitants of the county of Essex decided to build a ship for presentation to the country. The name "Lord of Essex" was selected, but as the money was not forthcoming, the ship was never proceeded with.

The seventh "ESSEX" was an American 36-gun frigate. She was of 867 tons, and carried a crew of 274 men. Her length, beam, and draught were 139 ft., 37 ft., and 11 ft.

After a most creditable and courageous defence, she was captured on March 28th, 1814, by the "Phoebe" and "Cherub."

It probably added to the mortification of our gallant enemies that, not long before this capture, the American song "Ye Parliament of England" was at the height of popularity:—

Ye Parliament of England, you Lords and Commons too,
Consider well what you're about, and what you're going to do ;
You're now to fight with Yankees, I'm sure you'll rue the day
You roused the sons of liberty in North America.

You first confined our commerce, and said our ships shan't trade ;
You next impressed our seamen, and used them as your slaves ;
You then insulted Rogers while ploughing o'er the main,
And had not we declared war you'd have done it o'er again.

There's Rogers, in the *President*, will burn, sink, and destroy ;
The *Congress*, on the Brazil coast, your commerce will annoy ;
The *Essex*, in the South Seas, will put out all your lights,
The flag she waves at her masthead—"Free Trade and Sailors' Rights."

Lament, ye sons of Britain, far distant is the day
When you'll regain by British force what you've lost in America ;
Go tell your King and Parliament, by all the world 'tis known
That British force by sea and land by Yankees is o'erthrown.

Use every endeavour, and strive to make a peace,
For Yankee ships are building fast, their navy to increase ;
They will enforce their commerce, the laws by heaven are made
That Yankee ships in time of peace to any port may trade.

The "Essex" was fitted as a troop ship, and after doing service as a convict hulk she was sold in 1837.

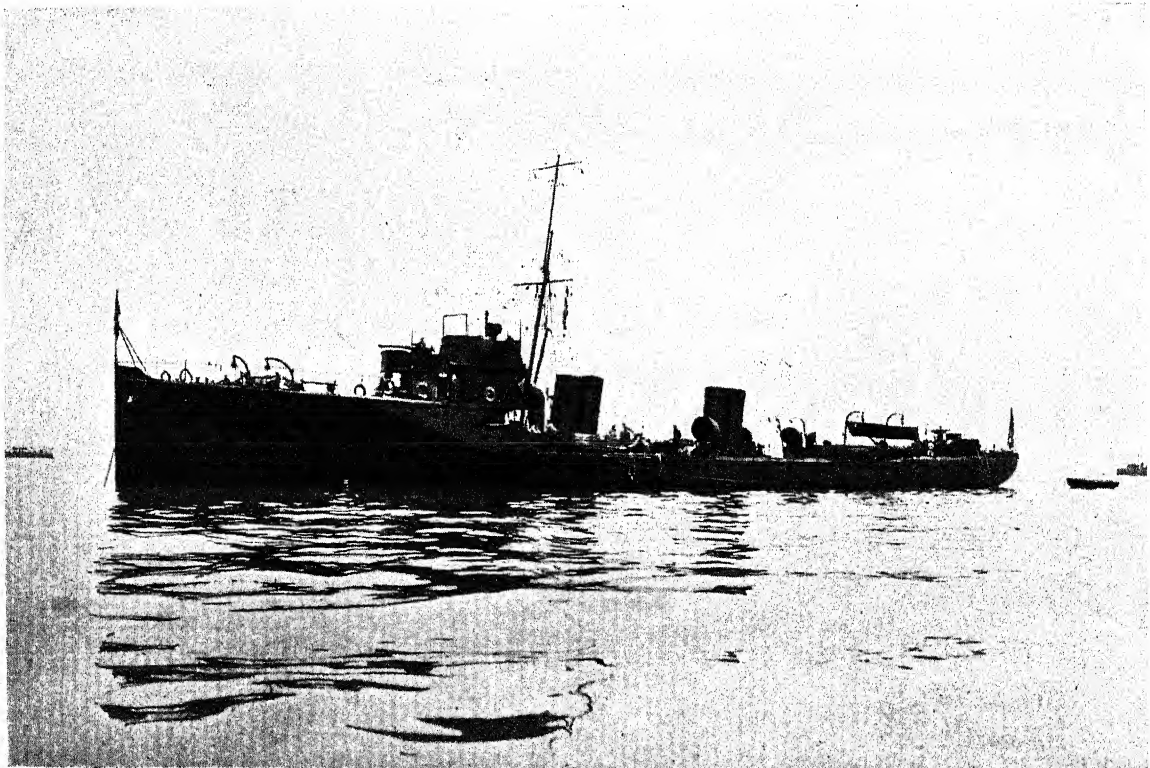
The eighth "ESSEX" is a 14-gun twin-screw cruiser, launched at Pembroke in 1901. She is of 9800 tons, 22,000 horse-power, and 23 knots speed. Her length, beam, and draught are 440 ft., 66 ft., and 24 ft.

ETTRICK

ETTRICK.—Ettrick Forest, a part of the great Caledonian forest, originally covered all Selkirkshire and parts of the counties of Peebles and Edinburgh. There is now no forest in these open pastoral districts, but "Ettrick Forest" has long been a poetical name for Selkirkshire. The beautiful and pathetic song "The Flowers of the Forest" refers to the fate of the Selkirk contingent at the battle of Flodden.

The Ettrick river rises in Selkirkshire, and falls into the Tweed not far below Selkirk.

The "ETTRICK" is a twin-screw torpedo-boat destroyer, launched at Palmers' Yard in 1903. She is of 550 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 225 ft., 23 ft., and 10 ft.



From the photograph by Ernest Hopkins.

THE "ETTRICK."

EUROPA

EUROPE

The American War of Independence—

The capture of Fort Royal, Savannah . . .	1780
The capture of Charleston, South Carolina . . .	1780
Arbuthnot's action with Des Touches off the Chesapeake	1781
Graves's action with De Grasse off the Chesapeake	1781

The Wars of the French Revolution and Empire—

The capture of various towns in San Domingo . . .	1793
The blockade and capture of Port au Prince, San Domingo	1794
The capture of Cape Tiberon, and Aoul, San Domingo	1794
Pellew's operations in Quiberon Bay	1800
Lord Keith's expulsion of the French from Egypt . . .	1801
Action with French "Caroline"	1809



EUROPA.—In Greek mythology the daughter of Agenor, King of the Phœnicians, and the nymph Mella his wife. Europa was a sister to Cadmus. She was carried off to Crete by Jupiter, who assumed the shape of a bull, but afterwards transformed himself into a beautiful youth. The result was the birth of three sons, Minos, Sarpedon, and Rhadamanthus. Europa afterwards married Asterius, King of Crete.

EUROPA.—An island 4 miles in diameter, situated in the Mozambique Channel on the east coast of Africa. It is easy of access and abounds in turtle.

The first "EUROPA" entered the British service unwillingly. She was of 406 tons, and her length, beam, and draught were 113 ft., 26 ft., and 13 ft.

She was captured from the Dutch in May 1673 under the following circumstances. The Dutch had held St. Helena, but an English squadron of four ships under Captain Richard Munden captured the place without great difficulty. In the meanwhile the Dutch despatched the "Europa" from Holland with a new Governor for the island. Upon her arrival she was captured by Captain Richard Munden, and taken home to Portsmouth as a prize, arriving there on August 20th, 1673.

She became a hulk and was burned at Malta in 1675.

The second "EUROPA," sometimes called the "Europe," was a 64-gun ship, launched at Leap in 1765. She was of 1369 tons, and carried a crew of 500 men. Her length, beam, and draught were 159 ft., 44 ft., and 18 ft.

This ship was named in April 1763 as "Europa"; directed to be fitted out for sea in 1777 as "Europa"; but in July 1778 it was ordered that she was to have "Europe" painted on her stern if not already done.

On December 26th, 1779, the "Europe," commanded by Captain William Swiney and flying the flag of Vice-Admiral Arbuthnot, was at the head of a fleet of 16 warships and transports carrying 7550 troops, which sailed from New York. They put into Savannah and captured Port Royal, and then proceeded to attack Charleston in South Carolina. Four hundred and fifty seamen and marines with guns were landed from the ships to assist the troops. A number of ships forced a passage past Fort Moultrie, and eventually compelled that fort to surrender on May 7th, 1780. On May 11th, 1780, Charleston capitulated. The loss to the Navy during the operations was 23 killed or wounded.

In March 1781 the "Europe," commanded by Captain Smith Child, was in a fleet of 12



After Rising. T. H. Parker, Brothers.
Engraved by H. R. Cook.

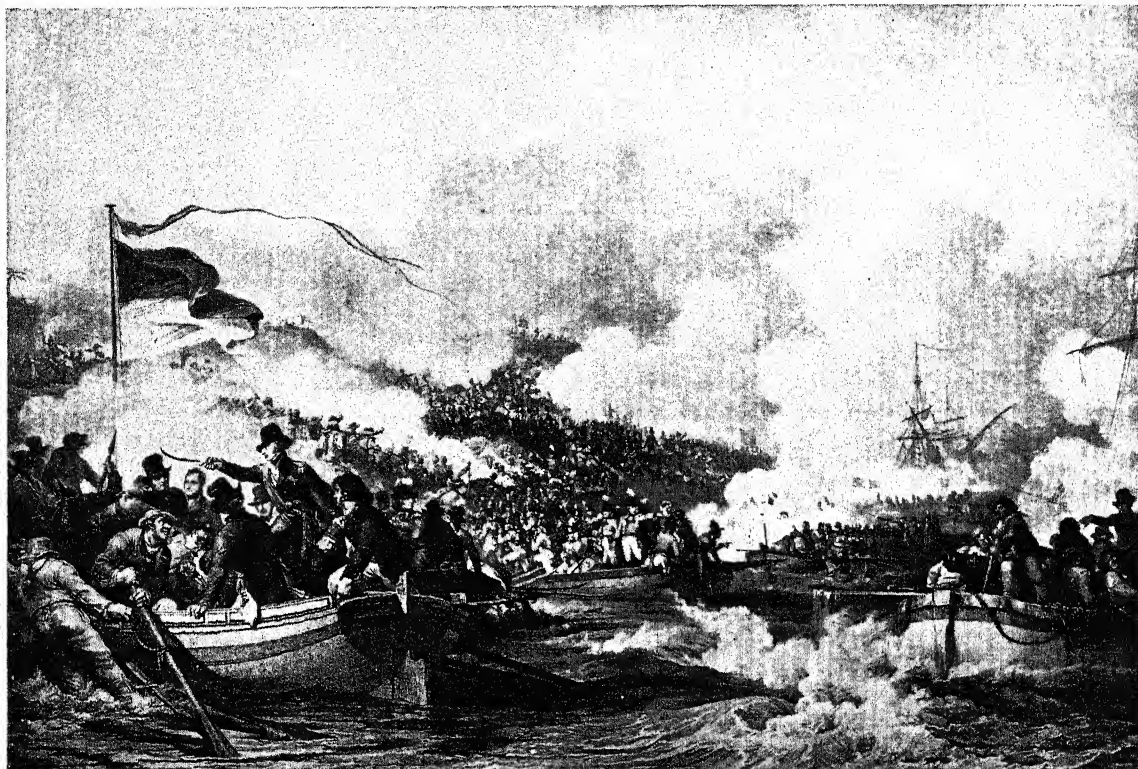
W^t Arbuthnot

THE KING'S SHIPS

EUROPA

ships under the command of Vice-Admiral Arbuthnot with his flag in the "Royal Oak." They fought an action off Chesapeake Bay on March 16th, 1781, against a squadron of 11 French ships under Commodore Des Touches with his broad pennant in "Neptune." The squadrons sighted one another early on March 16th and manœuvred for position till 2.30 P.M. when the action started. After three English ships had been seriously disabled the French stood away and so outmanœuvred the English that Arbuthnot abandoned the chase after an hour or two. The French lost 72 killed and 112 wounded. The British lost 30 killed and 73 wounded. Arbuthnot was much blamed by his contemporaries both for his handling of the fleet and for his failure to chase.

On September 5th, 1781, the "Europe," commanded by Captain Smith Child, was in a fleet of 27 ships under Rear-Admiral Graves with his flag in "London," which fought the



After P. J. de Loutherbourg, R.A. Engraved by L. Schiavonetti.

British Museum.

KEITH'S EXPULSION OF THE FRENCH FROM EGYPT.

French under Admiral Comte de Grasse, off the Chesapeake, towards the end of the war with the American colonies. The French had 24 ships. The fleets met on September 5th, and the action began at 3.30 P.M., ceasing shortly after sunset. The English lost 90 killed and 246 wounded, to which the "Europe" contributed 9 killed and 18 wounded. The French lost about 200 killed and wounded. The Rear-Admiral, Sir Samuel Hood, considered that Rear-Admiral Graves lost the action through making tactical errors, and the failure to defeat the French fleet had a great influence on the final outcome of the war with America. Five days later it was found necessary to burn the "Terrible," a ship that had been kept afloat with difficulty since the action.

After serving from 1796 as a prison ship, this vessel was broken up at Plymouth in July 1814.

The third "EUROPA" was a 50-gun ship, launched at Woolwich in 1783. She was of 1047 tons, and carried a crew of 320 men. Her length, beam, and draught were 146 ft., 41 ft., and 17 ft.

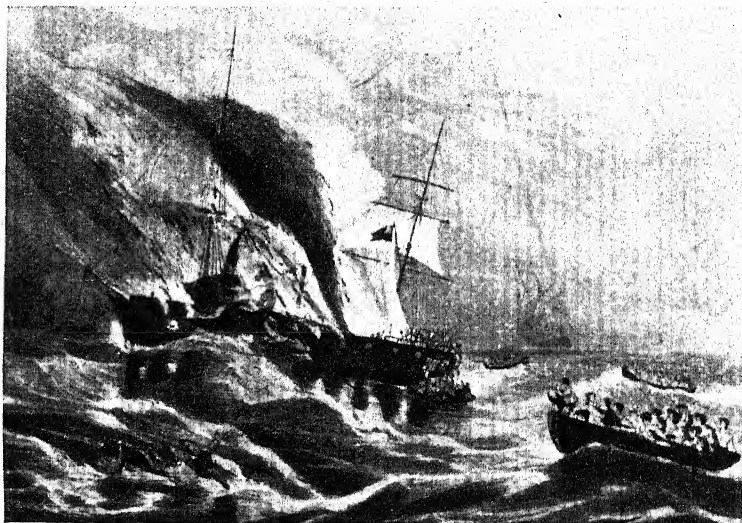
In 1793 the "Europa," commanded by Captain George Gregory and flying the broad

pennant of Commodore John Ford, was on the Jamaica station. Encouraged by French Royalist overtures from San Domingo, the Commodore proceeded with two small ships and some troops to attempt Jérémie and St. Nicholas Mole. The British were welcomed with joy, and on September 19th Jérémie was taken possession of in the name of the French crown. On September 21st the Commodore was off St. Nicholas Mole, which was expecting an assault from a body of blacks and mulattoes. By skilful tactics and diplomacy he secured the capitulation without bloodshed, and on the following day was to be seen the extraordinary spectacle of a 50-gun ship in the quiet possession of a French port mounting 100 heavy guns. Later in the year the Commodore secured the surrender of other towns in the same Island of San Domingo, notably that of Léogane.

On January 2nd, 1794, the "Europa," in company with 9 ships and flying the broad pennant of Commodore John Ford, established a blockade of Port au Prince in the Island of San Domingo. On February 3rd Cape Tiberon was taken after slight resistance, and on the 11th Aoul was carried. On June 1st the "Europa," in company with other ships bombarded Fort Brissoton at Port au Prince. The troops were disembarked and the fort was rushed and carried and on June 4th Port au Prince was taken possession of.

In 1798 the "Europa" became a troopship.

In 1800 the "Europa," commanded by Captain James Stevenson, was in a fleet of 18 sail in all, under Captain Sir Edward Pellew in the "Impétueux." This fleet was directed to co-operate with the insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th two forts were attacked and afterwards destroyed by a landing party. On June 6th a body of troops acting with the manned and armed boats of the fleet



From an old lithograph published by Read & Co.

T. H. Parker, Brothers.

THE BURNING OF THE FIFTH "EUROPA."

burned a French 18-gun sloop, carried off several small craft and about 100 prisoners, destroyed some guns, and blew up a magazine, only one British seaman being killed.

In 1801 the "Europa" armed *en flûte* and commanded by Captain James Stevenson was in a combined British and Turkish fleet of 52 ships in all, commanded by Admiral Lord Keith with his flag in "Foudroyant." Transports carrying 16,150 troops under General Sir Ralph Abercromby accompanied the expedition which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, and 1000 British seamen were also put ashore to assist the military. The beach was seized, and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels of the fleet manœuvred in Lake Aboukir, and assisted the military, subsequently proceeding up the Nile and doing valuable service. In the subsequent operations the French capitulated and were expelled from Egypt, being conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were brought into the English Navy.

In August 1814 the "Europa" was sold for £3000.

The fourth "EUROPA" was a 30-gun East India Company's ship.

Strictly speaking it might be considered that this vessel should not be included in this record as she is not one of His Majesty's ships, but she is put in on account of her war services, and the fact that she became a British prize.

On May 31st, 1809, the "Europa," commanded by Captain William Gelston, was attacked and captured in the Bay of Bengal by the French 40-gun frigate "Caroline."

THE KING'S SHIPS

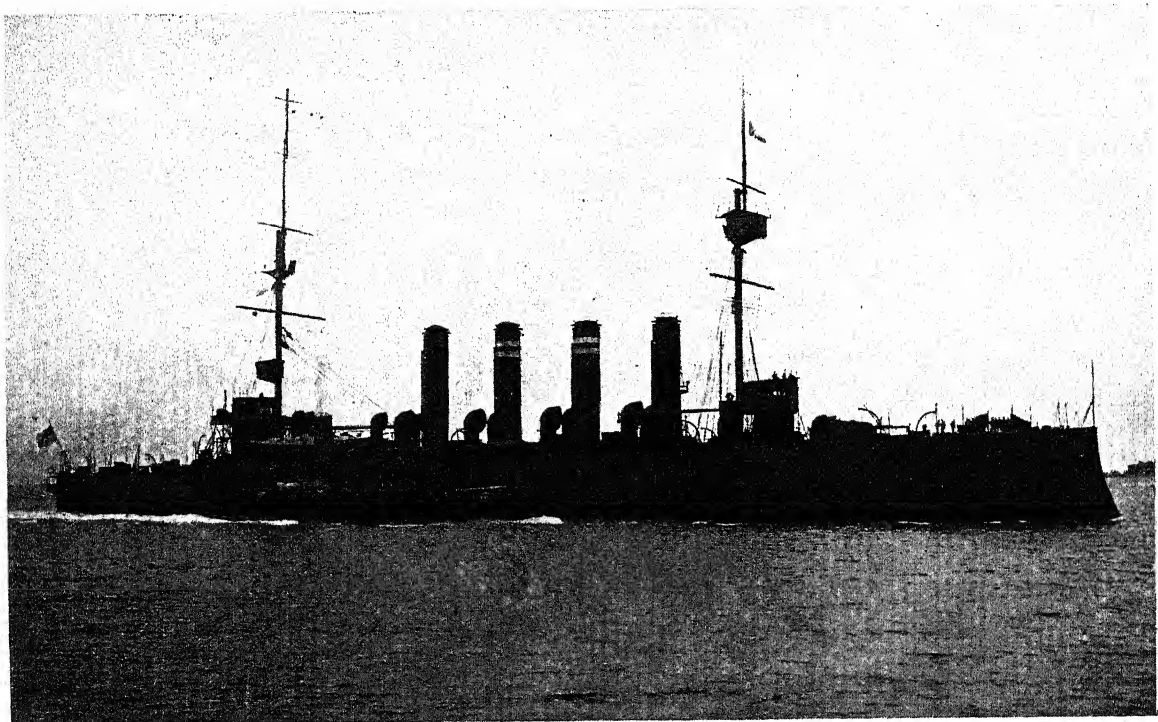
EUROPA

On September 21st, 1809, the "Europa" was recaptured by a British squadron which attacked St. Paul Harbour, Réunion, and was restored to the East India Company.

The fifth "EUROPA" was a hired armed transport of 800 tons, dating from 1854, brought into the service for the Russian War.

On May 31st, 1854, the "Europa" was burned and destroyed at sea.

The sixth "EUROPA" is a 16-gun twin-screw cruiser, launched at Clydebank in 1897. She is of 11,000 tons, 16,500 horse-power, and 20.5 knots speed. Her length, beam, and draught are 435 ft., 69 ft., and 26 ft.



THE SIXTH "EUROPA."

From the photograph by Ernest Hopkins,

EURYALUS

The Wars of the French Revolution and Empire—

The blockade of Cadiz	1805
No salutes	1805
The battle of Trafalgar	1805
Captured Danish vessel	1808
The Walcheren expedition	1809
Captured French "Étoile"	1809
Blockade and operations off Toulon	1810
Boat attack at Cavalaire Road	1813
Captured French "Fortune"	1813

The War with America—

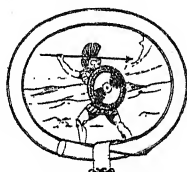
Operations in Patuxent River	1814
Operations in River Potomac	1814
Captured Alexandria town	1814
Attack on town of Baltimore	1814

The Russian War—

The Baltic expeditions	1854-5
The bombardment and capture of Bomarsund	1854
The blockade of the coast of Courland	1855
The bombardment of Sveaborg	1855
A Royal midshipman	1858
The capture of Kahding	1862
"O dear, what can the matter be"	1863
The bombardment of Kagosima	1863
The forced passage of the Straits of Simonoseki	1864
"Keep the colours in advance of all"	1864

The Egyptian War—

The defence of Suez	1882
Murdered by Bedouins	1882
Action at Chalouf	1882
The battle of El Teb	1884
The relief of Sinkat	1884
The battle of Tamai	1884



EURYALUS.—In Greek mythology one of the Epigoni, the sons of the seven Kings slain at the siege of Thebes. They avenged their fathers' death by the capture and sack of that city. Euryalus is mentioned in Homer as the companion of Diomedes during the siege of Troy. The immortal friendship of Nisus and Euryalus is commemorated in Virgil's *Æneid*.

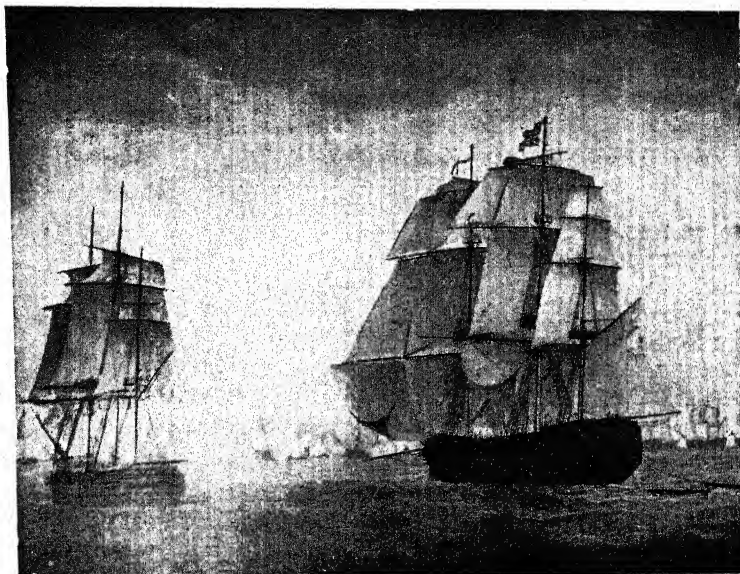
The first "EURYALUS" was a 42-gun frigate of 946 tons, launched at Buckler's Hard in 1803. She carried a crew of 264 men, and her length, beam, and draught were 145 ft., 38 ft., and 14 ft.

In 1805 the "Euryalus," commanded by Captain the Hon. Henry Blackwood, was engaged in the blockade of Cadiz in the fleet commanded by Vice-Admiral Cuthbert Collingwood.

In August Captain Blackwood was sent home to report on the situation at Cadiz to the Admiralty, and on his way up to London called at Merton, whence he was accompanied by Nelson to Whitehall.

On September 15th the "Euryalus" sailed from Spithead in company with the "Victory" flying the flag of Vice-Admiral Lord Nelson. On the 26th the "Euryalus" was sent ahead to inform Collingwood of Nelson's approach, and to give instructions that no salutes were to be fired, or anything done to notify the enemy of the Commander-in-Chief's arrival.

On October 1st the "Euryalus" reconnoitred Cadiz and reported that 34 vessels were inside, and on October 4th she exchanged distant shots with some Spanish gunboats which



From an old painting.

Royal United Service Institution.

THE FIRST "EURYALUS" GOING INTO ACTION AT TRAFALGAR.

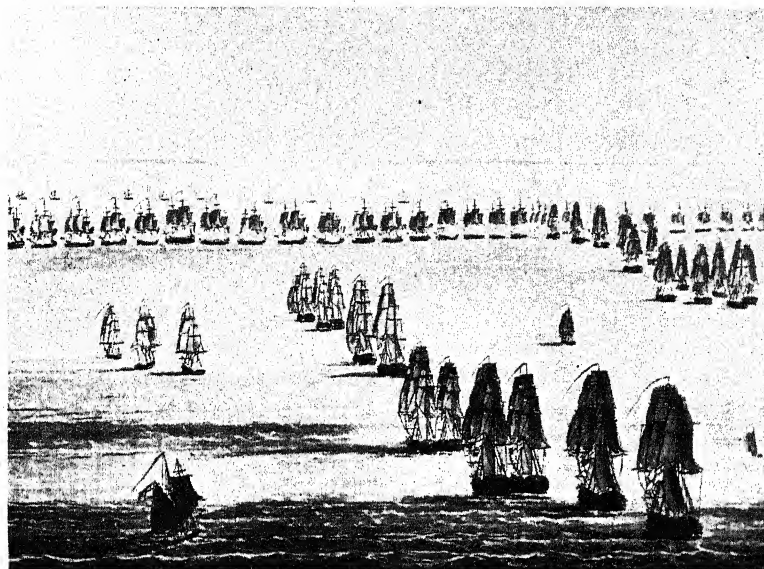
THE KING'S SHIPS

EURYALUS

came out from Cadiz. On October 19th she conveyed the news to Lord Nelson that the allies had sailed from Cadiz.

On October 21st, 1805, the "Euryalus," commanded by Captain the Hon. Henry Blackwood, took part in the battle of Trafalgar. The English fleet consisted of 27 ships, 4 frigates, and 2 small craft commanded by Vice-Admiral Lord Nelson with his flag in "Victory."

The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft commanded by Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. At daybreak the enemy were discovered 11 miles to leeward. At 6 o'clock Captain Blackwood went on board the "Victory" and witnessed Lord Nelson's signature to some papers, remaining on board with the Commander-in-Chief until about 11.45. Captain Blackwood had hoped that Lord Nelson had sent for him to offer him the command of either the "Ajax" or the "Thunderer," both of whose captains were in England as witnesses in Sir Robert Calder's court-martial. But when the subject was mentioned Lord Nelson would not agree to the idea, remarking that the acting vacancy was the birthright of the first lieutenants. The British fleet stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10



After T. Whitcombe. Engraved by T. Sutherland.

THE APPROACH AT TRAFALGAR.

A. Ackermann.

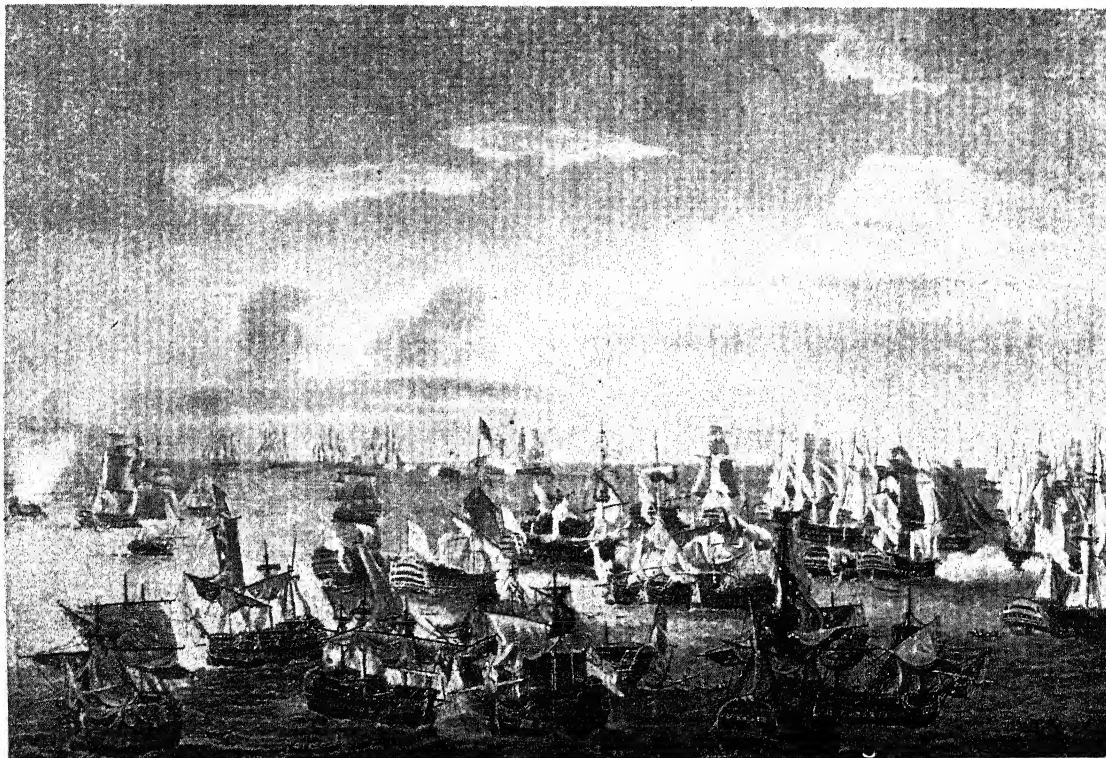
Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. Thus wrote Lieutenant W. W. Pike of the "Euryalus" in his Journal, "... at 12.15 'Royal Sovereign' hawl'd more to the Wind, to form a line with the Enemy, at 12.15 the Enemy opened a very heavy fire on her, at 12.16 English Admirals hoisted their respective Flags, and the Fleet their Colours at 12.20 repeated the Sign^l to Engage closer. At 12.21 the 'Victory' broke the Line thro' the Centre, at 12.30 the Action became severe in the Centre and Rear. . . ." As soon as the light wind permitted the remaining British ships came

up and engaged, and by 1.30 the battle was at its height. The "Euryalus" led a line of small vessels to windward of Lord Nelson's weather line. At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Cape Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers; and 1241 wounded which included 106 officers. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief Vice-Admiral Villeneuve died at Rennes, it is said by his own hands, and was buried without military honours. Vice-Admiral Collingwood shifted his flag after the battle from the much-damaged "Royal Sovereign" to the "Euryalus," which subsequently took the "Royal Sovereign" in tow. Of the 17 prizes, two sank, six were wrecked and lost in a storm after the battle, two were burned, and one was destroyed. The eldest surviving brother of Lord Nelson was created an Earl with £5000 a year settled on the title in perpetuity, and was given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Lord Nelson's two sisters. Vice-Admiral Collingwood was created a Peer

with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Euryalus" subsequently escorted several convoys.

On June 16th, 1808, the "Euryalus" and the "Cruiser" sent in their boats under Lieutenant Michael Head, and captured near the Naskon in the Great Belt a Danish 2-gun vessel and destroyed two transports.

On July 28th, 1809, the "Euryalus," commanded by Captain the Hon. George Lawrence Dundas, sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp, to demolish the dockyards at



After N. Pocock. Engraved by J. Fittler.

THE CONCLUSION OF TRAFALGAR.

British Museum.

Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding and by the landing of a Naval Brigade in the capture of the Island of Walcheren and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren with its batteries, basins, and arsenals had been reduced, the British forces withdrew.

In November 1809 the "Euryalus," commanded by Captain the Hon. George H. L. Dundas, captured the French 14-gun vessel "Étoile" off Cherbourg.

In July 1810 the "Euryalus," commanded by Captain the Hon. George H. L. Dundas, was engaged in the blockade of Toulon. She assisted to chase a French convoy into the little port of Bandol, and on one occasion exchanged some innocuous broadsides with a French 74-gun ship.

In May 1813 the "Euryalus," commanded by Captain Charles Napier, shepherded a French convoy of about 20 sail into Cavalaire Road, between Hyères and Fréjus. On May 16th the boats from the "Euryalus" and "Berwick" were sent in. The covering batteries were stormed, and all the convoy were either carried off or destroyed. In addition the French 10-gun

THE KING'S SHIPS

EURYALUS

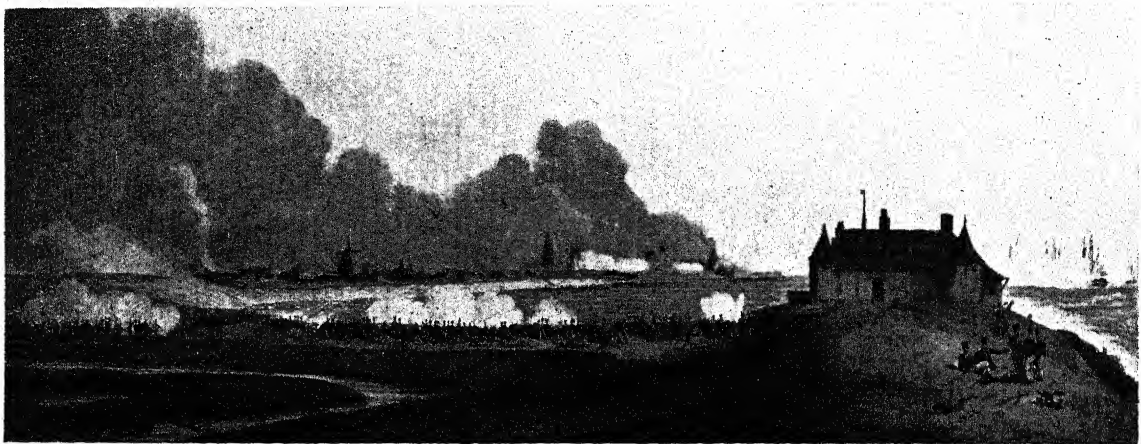
xebec "Fortune" was captured, and the total number of British casualties were no more than 1 killed and 1 missing.

In 1814 the "Euryalus," commanded by Captain Charles Napier, took part in the war with America.

In August 1814 the "Euryalus" despatched some men and boats up the river Patuxent under Rear-Admiral Cockburn. The men were landed, and defeated the Americans in a minor action at Bladenburg, where the total British loss was 65 killed and 191 wounded, to which the Navy contributed 1 killed and 6 wounded.

In August 1814 the "Euryalus" was engaged, in company with some bomb-vessels and rocket ships, in the operations in the river Potomac, and on August 28th took the town of Alexandria. In the descent of the river the flotilla met with some opposition from the crews of two American 44-gun ships in process of building, and were attacked by fireships, but they managed to get away, having lost 7 killed and 35 wounded, among the latter being Captain Charles Napier.

In September 1814 the men and boats from the "Euryalus" assisted in the attack on the town of Baltimore.



After H. A. Barker. Engraved by Williams.

THE SIEGE OF FLUSHING.

British Museum.

After service as a convict ship at Plymouth and Gibraltar, the "Euryalus" was sold in 1860, having been renamed "Africa" in her later years.

The second "EURYALUS" was a 51-gun screw frigate, launched at Chatham in 1853. She was of 2371 tons, and carried a crew of 750 men. She was of 400 horse-power, and her length, beam, and draught were 212 ft., 50 ft., and 17 ft.

In March 1854 the "Euryalus," commanded by Captain George Ramsay, proceeded to the Baltic directly war with Russia was imminent, and joined a fleet commanded by Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington."

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army, reinforced by 2000 French marines, was landed, while two small ships destroyed an inconvenient 7-gun battery. On the 10th seven Naval guns were landed, dragged $4\frac{1}{2}$ miles over execrable ground, and took up a pre-arranged position on the flank of the town. In this work Captain George Ramsay and some of the men from the "Euryalus" specially distinguished themselves. On the following day more guns were landed from the fleet, and on the 16th a combined attack by the Anglo-French forces was begun, the fleet assisting with 10-in. guns. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and fifty-five prisoners were taken, and Bomarsund was reduced and destroyed after Sweden had refused to accept it.

The British forces soon afterwards withdrew from the Baltic.

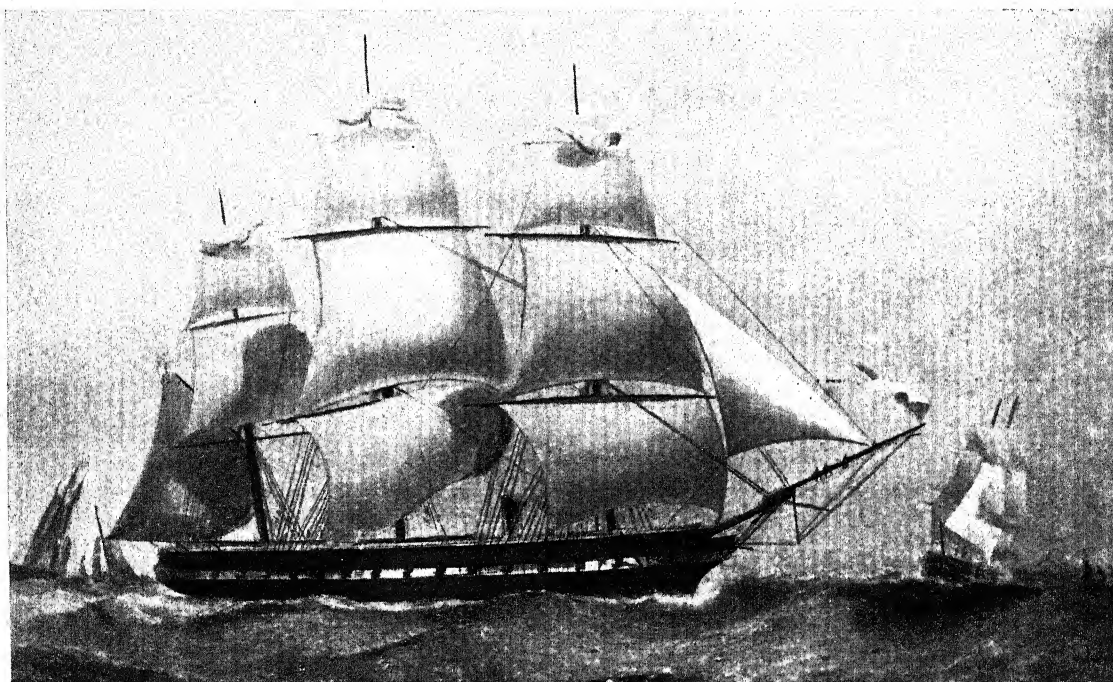
On March 28th, 1855, the "Euryalus," commanded by Captain George Ramsay, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral

the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic, to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

In May the "Euryalus" made reconnaissances of both Sveaborg and Cronstadt.

On August 9th the "Euryalus" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb-vessels co-operated with the English in the attack, which lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, Government stores, and powder magazines were blown up and completely destroyed.

In 1858 the "Euryalus" was selected as the ship in which Prince Alfred, afterwards H.R.H. the Duke of Edinburgh, should first go to sea, and he served in her for just over two years as a naval cadet and as midshipman.



Lithographed by T. G. Dutton.

THE SECOND "EURYALUS."

Commander Alfred H. Tarleton, R.N.

She was commanded by Captain (afterwards Admiral Sir John) J. W. Tarleton, C.B., who was quite one of the finest seamen of his day, and to whom H.R.H. certainly owed the foundations of the great professional abilities which he subsequently developed. H.M. Queen Victoria made a special allowance to the gunroom mess, and the ship cruised in the Mediterranean during 1858, and in 1859-60 she proceeded to South America and South Africa, the Royal midshipman being subsequently transferred to the "St. George."

In 1862 the "Euryalus" contributed to a Naval Brigade of 570 officers and men which landed to attack the town of Kahding for the Imperial Chinese troops who were fighting the Taeping rebels. The town was bombarded for two hours on October 24th, and was then taken by storm, the Naval Brigade losing 1 man killed and 10 wounded. British intervention in the Chinese internal troubles was soon afterwards declared to be illegal, and no further action was taken.

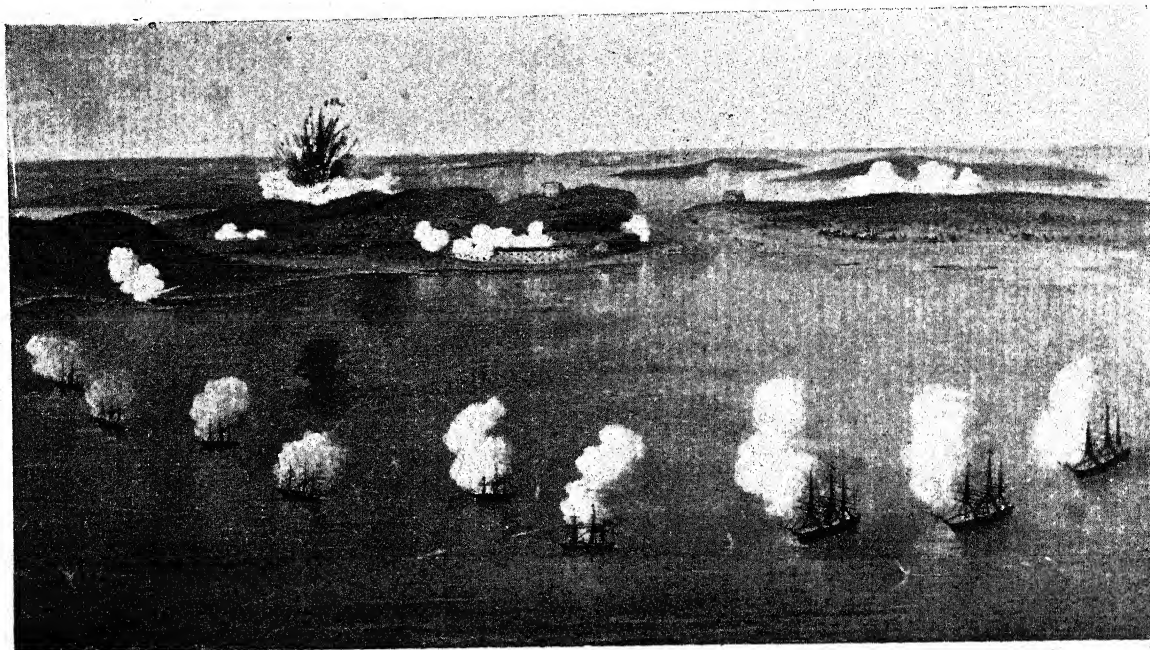
In August 1863 the "Euryalus" was lying off Kagosima when relations between Japan and England were very strained. Under these circumstances some forty of the younger Samurai came on board and asked to be allowed to walk round the ship. They had previously arranged that at a given signal from one of them they were to draw their swords and kill all the officers. The ship's crew they concluded would then surrender in a panic! It happened, however, that as they came on board, a party of marines were drilling with their rifles in sight

THE KING'S SHIPS

EURYALUS

of the gangway. The Samurai seeing this came to the conclusion that their plot was detected, and having walked round the ship went ashore again without carrying out their intentions.

On August 14th, 1863, the "Euryalus," commanded by Captain John J. Josling and

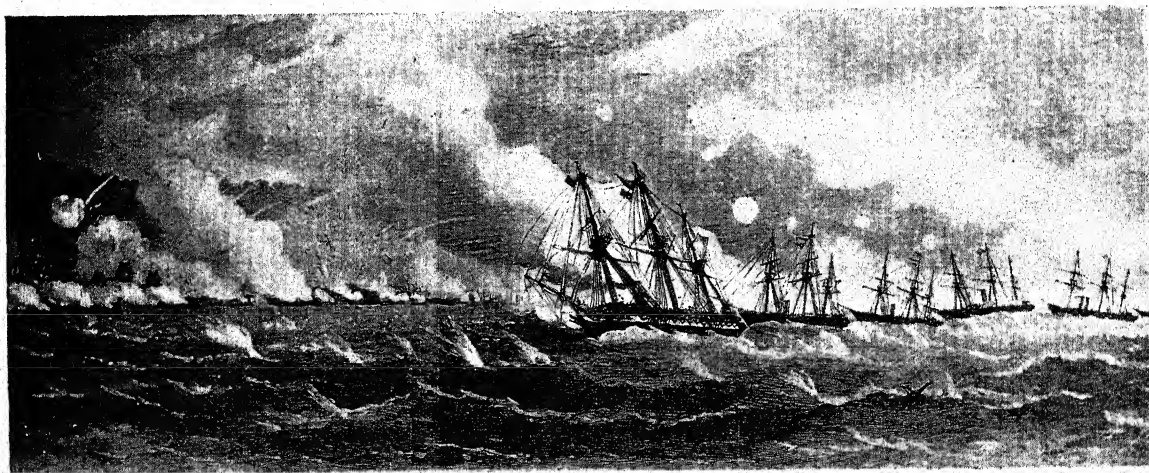


After E. T. Dolby. Lithographed by J. Brandard.

T. H. Parker, Brothers.

THE BOMBARDMENT OF BOMARSUND.

flying the flag of Vice-Admiral Augustus Kuper, was one of a squadron of seven ships which took action against the Japanese Prince of Satsuma for refusing to indemnify the family of an unoffending British merchant who had been murdered. On August 15th some of the small ships proceeded to a bay to the northward of Kagosima, and seized three Japanese steamers.



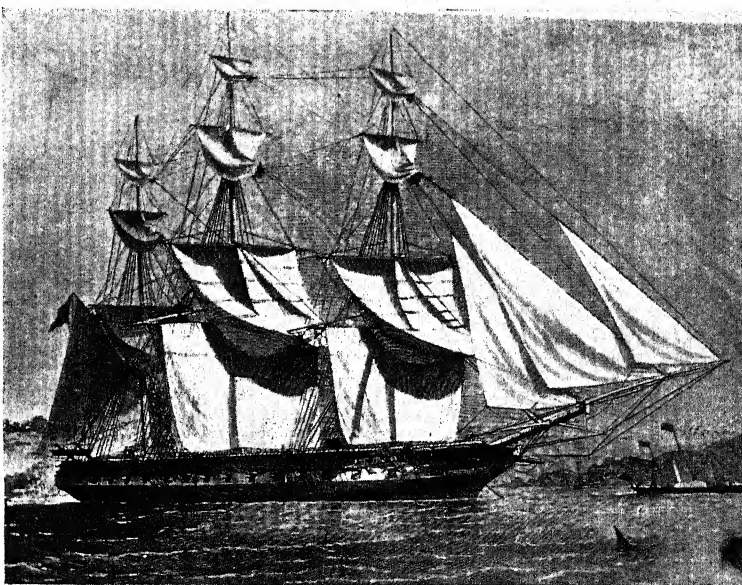
* From a contemporary "Illustrated London News."

THE BOMBARDMENT OF KAGOSIMA.

Soon after this capture the Japanese batteries at Kagosima suddenly opened fire on the "Euryalus," which was the only ship within range. The "Euryalus" hastily weighed anchor while her band played "Oh dear, what can the matter be?" The British squadron formed line of battle, and at once proceeded to engage the line of batteries, passing at slow speed along the whole line. The "Euryalus" was exposed to a heavy and well-directed fire, and a round

shot simultaneously killed Captain Josling and Commander Wilmot, who were standing alongside the Vice-Admiral on the bridge. During the engagement the "Racehorse" took the ground, but three other ships got her off without damage. Some Japanese junks, an arsenal, and foundry were completely destroyed, and firing ceased for the day. During the fighting a 10-inch shell from the batteries exploded near the muzzle of one of the guns of the main deck of the "Euryalus," killing seven men, and wounding Lieutenant Alfred Jephson and five others. The British lost 13 killed and 50 wounded, half of these casualties being in the "Euryalus" alone. It should be stated that this action was fought in such bad weather that the decks were awash.

In September 1864 the "Euryalus," commanded by Captain John Alexander and flying the flag of Vice-Admiral Sir Augustus Kuper, was at the head of an allied British, French, American, and Dutch fleet of 18 vessels. On September 5th the fleet began to force the passage of the Straits of Simonoseki, by attacking the batteries at Toyoura, and by the evening a large number of batteries had been silenced. On the following day a landing party was sent ashore and, after some trifling opposition was overcome, the guns in the principal batteries were dismounted and spiked, and the magazines blown up. A surprise attack by the Japanese was repulsed, and seven small guns were captured, chiefly through the gallantry of the marines. On September 8th Vice-Admiral Kuper shifted his flag to a small ship, and with four other ships in company bombarded and destroyed two remaining batteries. Strong parties were then landed from the ships, and no less than 62 heavy guns were brought off. The Japanese then sent off an officer of high rank, who promised to erect no more batteries and to keep the strait open in future. In the course of the operations the allies lost 12 killed and 60 wounded, to which the British contributed 8 killed and 48 wounded. The "Euryalus" lost 5 killed and 18 wounded. In the course



From a contemporary "Illustrated London News."
THE SECOND "EURYALUS" DRYING SAILS.

of the fighting on shore Midshipman Duncan Boyes of the "Euryalus" "kept the colours in advance of all" with headlong gallantry in face of the thickest fire. The flag was six times pierced with musket balls. The boy was most deservedly awarded the Victoria Cross for his gallantry.

In 1867 the "Euryalus" was sold for £6450.

The 3rd "EURYALUS" was a 16-gun screw corvette, launched at Chatham in 1877. She was of 4140 tons, 5270 horse-power, and 14.7 knots speed. Her length, beam, and draught were 280 ft., 45 ft., and 23 ft.

In 1882 the "Euryalus," commanded by Captain Arthur P. Hastings, and flying the flag of Rear-Admiral Sir William Hewett, took part in the Egyptian War.

In August 1882 the "Euryalus" contributed to a Naval Brigade which was disembarked for the defence of Suez. The inhabitants understood that the town was in danger of being burnt, but the Naval Brigade, composed mostly of marines, occupied the town, and the Egyptian troops fled.

On August 8th Lieutenant Harold Charrington of the "Euryalus" departed from Suez with two other Englishmen to make arrangements with the Arabs for supplying camels. All three were murdered by the Bedouins.

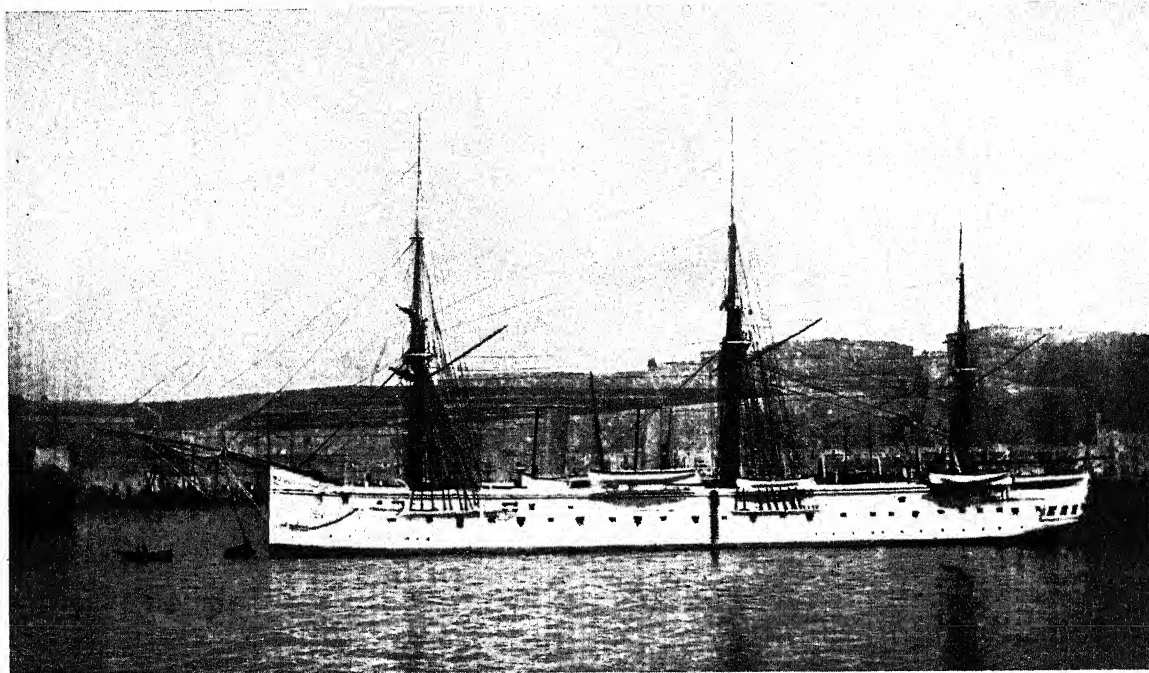
THE KING'S SHIPS

EURYALUS

On August 20th Captain Hastings of the "Euryalus," with seamen and marines from two other ships, and 200 Highlanders, proceeded to Chalouf, where he landed and defeated 600 of the enemy, capturing a number of prisoners, a small gun, and a quantity of stores. His losses were 2 Highlanders and 2 seamen wounded, while the Egyptians had 168 killed alone.

In February 1884 a landing party from the "Euryalus"—Captain A. P. Hastings—and two other ships went ashore at Suakin, and assisted in the defence of that place by manning the fortifications.

In February 1884 the "Euryalus" contributed to a Naval Brigade which accompanied the army under General Sir Gerald Graham from Trinikat, in its march inland. Commander E. N. Rolfe and Flag-Lieutenant W. H. B. Graham, both of the "Euryalus," were in command of portions of the brigade. Rear-Admiral Sir William Hewett, whose flag flew in "Euryalus,"



THE THIRD "EURYALUS."

From the photograph by Richard Ellis.

was with General Graham. The brigade took part in the battle of El Teb, distinguishing itself greatly. The village of El Teb was captured and the Arabs fled, after having suffered a loss of 1500 killed. It was at this battle that Captain A. K. Wilson of the "Hecla" earned the Victoria Cross, for his conspicuous bravery in fighting with his fists and saving one corner of the square from being broken. After the battle of El Teb, Sir Gerald Graham issued a general order in which he especially thanked the Naval Brigade for their cheerful endurance during the severe work of dragging the guns over difficult country, and for their ready gallantry and steadiness under fire.

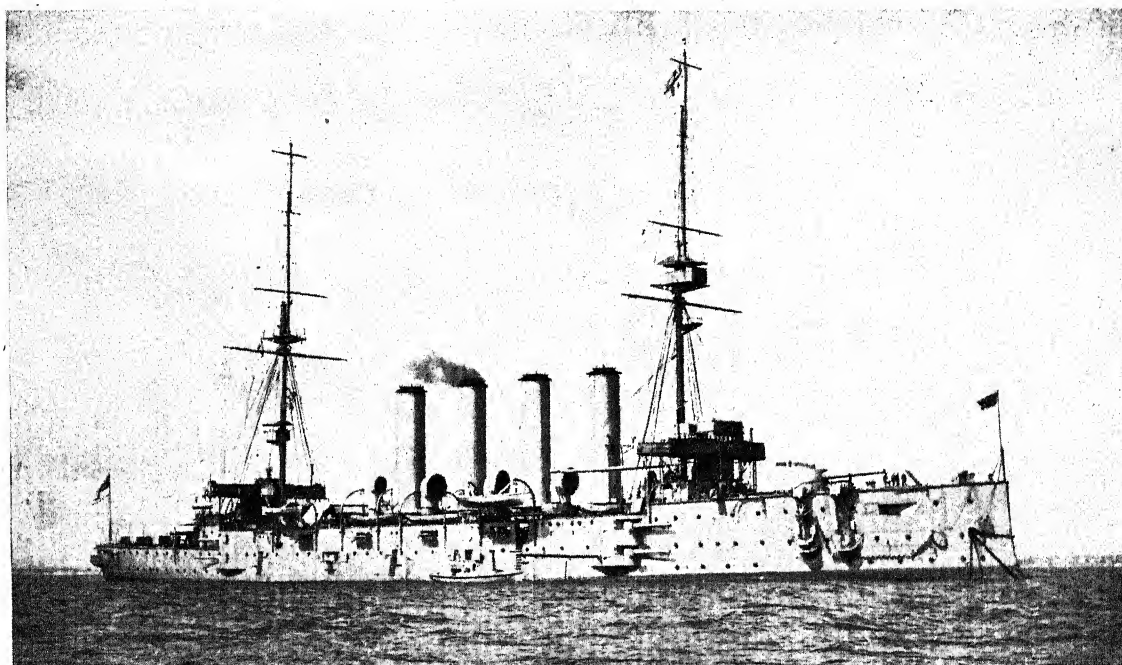
On March 11th the Naval Brigade advanced from Suakin with the troops for the dispersal of the Arabs who were beleaguering Sinkat. On March 12th the troops took part in the battle of Tamai. The Naval Brigade charged the Arabs, got cut off and surrounded, suffered many casualties, and lost their guns. Order was at length restored, and advancing again, the Naval Brigade had the satisfaction of regaining all their guns. By this time the Arabs had had enough of fighting, and retired after suffering a loss of 2000 killed. The total British loss was 109 killed and 104 wounded, to which the Naval Brigade contributed 3 officers and 7 men killed, and 1 officer and 6 seamen wounded. Among the killed was Lieutenant William Hughes Hallett Montresor of the "Euryalus," who died while defending the guns. Midshipmen Edward Tyndale-Biscoe and Edward M. Hewett, both of the "Euryalus," were specially mentioned; at the critical moment when the three lieutenants fell, these youngsters took command of the subdivision and acted with great coolness and bravery.

The "Euryalus" took part in some further minor operations in connection with the war,

and in March Sir William Hewett went on a very useful and interesting mission to King John of Abyssinia.

In May 1897 the "Euryalus" was sold for £4736.

The fourth "EURYALUS" is a 14-gun twin-screw cruiser, launched at Barrow in 1901. She is of 12,000 tons, 21,318 horse-power, and 22 knots speed. Her length, beam, and draught are 440 ft., 69 ft., and 26 ft.



From the photograph by Ernest Hopkins.

THE FOURTH "EURYALUS."

EXCELLENT

The Wars of the French Revolution and Empire—

The battle of St. Vincent	1797
"Bless me! Mr. Peffers"	1797
Captured Spanish "San Ysidro"	1797
Short-range fire	1797
The forgotten tompions	1797
The blockade and bombardment of Cadiz	1797
Captured French "Aréthuse"	1799
Boat operations in Quiberon Bay	1801

Captured French "Arc"	1801
The blockade of Toulon	1803
Succoured King Ferdinand of Naples	1806
Assisted to fortify Gaeta	1806
The defence of Fort Trinidad	1808
Boat operations at Duino	1809
First Gunnery School formed on the initiative of a soldier	1830
Whale Island	1901



EXCELLENT.—Of great virtue or worth; eminent for what is amiable, valuable, or laudable; of great valour or use; remarkable for good properties; distinguished for superior attainments, etc.

The first "EXCELLENT" was a 74-gun ship, launched at Harwich in 1787. She was of 1644 tons, and carried a crew of 600 men. Her length, beam, and draught were 166 ft., 47 ft., and 18 ft. She was Collingwood's favourite ship.

THE KING'S SHIPS

EXCELLENT

The following letter, for which I am indebted to Mr. David B. Smith, is in reply to Admiral Sir John Jervis, who called for "Reports from the Commanders of such of His Majesty's ships as have been in close action with the enemy, on the effect and further improvement in the use of carronades."

From Captain Cuthbert Collingwood to Admiral Sir John Jervis.

"EXCELLENT," AT SEA, December 29th, 1795.

SIR,—In reply to your order of the 17th instant, requiring me to state my opinion on the advantages or disadvantages which may result from the adoption of carronades of a large caliber, instead of long guns of a smaller—I think in many cases they may be exchanged with advantage. But to answer the first question, "Whether carronades can be depended upon for any length of time in sharp actions?" One objection to the use of carronades has been that the violence of their recoil has broke the breeching and carriage, and rendered the gun useless when heated by long firing. A gun when warm can recoil no more, than when cold without a greater force being applied—but of the same quantity of powder put into a gun when warm, a greater part will be inflamed and thereby the recoil encreased. By a proper reduction of the quantity of powder, I apprehend that objection would be obviated—and the range of the shot fired with such reduction will be same, while the recoil is equal: and with this precaution they may be used for any length of time.

I think they may be exchanged with advantage, instead of the quarter-deck guns which do not interfere with the main rigging; but I would not recommend having them to point between the main shrouds, lest in the eagerness of battle the rigging might be injured by them. And the strength of the ship would be encreased by such exchange, particularly in close actions, in proportion as the impetus of the large shot is greater than the lesser one—besides the advantage of a 32-pounder being worked by fewer men than a 9-pounder long gun.

I would therefore propose that the four after 9-pounder guns on each side of the quarter-deck of 74-gun ships should be exchanged for 32-pounder carronades—those which point between the shrouds to continue long guns as at present, 24-pounders might be substituted for long 6-pounders, and 18-pounder carronades for fours.

On the poop of the "Excellent" there are two kinds of carronades—the short old pattern, mounted with trunnions on a carriage, which work much heavier than the longer ones of the new pattern which are mounted on a plain slide and move on an axis under the gun. This latter sort appears to me to be very perfect; and there is not any alteration occurs to me at present that would improve them.—I have, etc.,

CUTHBERT COLLINGWOOD.

In 1797 the "Excellent," commanded by Captain Cuthbert Collingwood, was one of a fleet of 15 ships and 7 frigates and small craft, commanded by Admiral Sir John Jervis with

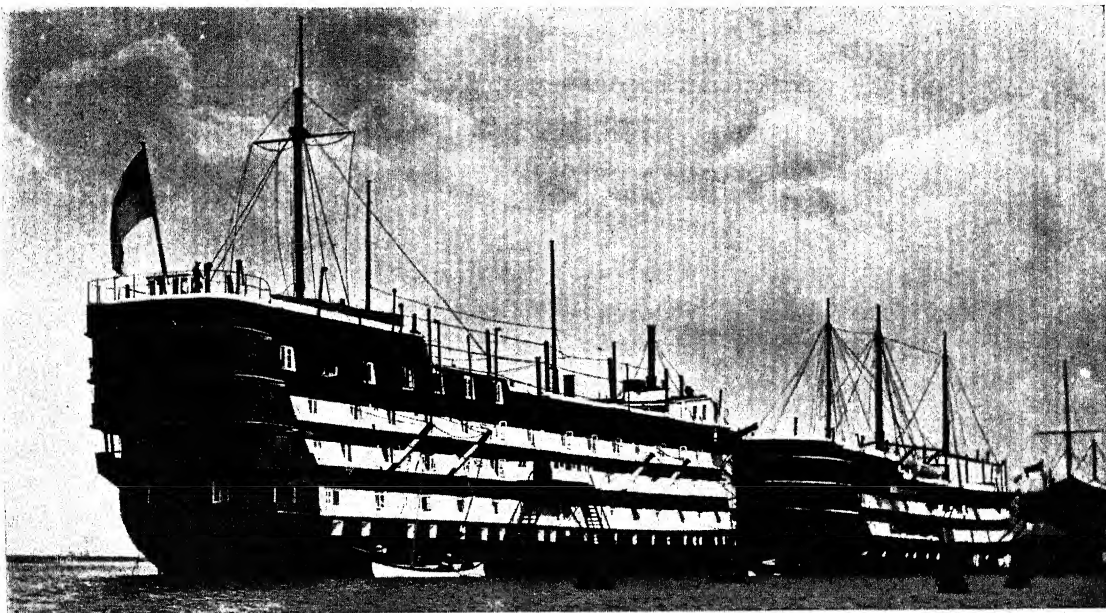


Painted by T. Whitcombe.

BATTLE OFF ST. VINCENT.

The Painted Hall Greenwich.

his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis at sea and informed him that the Spaniards were out. The Spanish fleet was sighted at 6.30 A.M. on the 14th, and the British at once chased. The leading British ship opened fire at 11.30 A.M., and the action was general at 1.30. The "Excellent," which was the rearmost vessel, tacked ship and followed Nelson in the "Captain" to a position across the bows of the Spanish ships. At 2.26 she arrived abreast of the disabled Spanish 112-gun three-decker ship "Salvador del Mundo," and engaged for a few minutes at a distance as Collingwood wrote to his wife "not farther than the length of our garden"; she passed on to the "San Ysidro," whose three topmasts had already been shot away. This ship the "Excellent" engaged, until she hauled down the Spanish and hoisted the English flag. An instance of Captain Collingwood's frugality in the matter of naval stores is often related as having occurred at the battle of St. Vincent. The "Excellent" shortly before the action had bent a new fore-topsail, and when



THE THIRD "EXCELLENT."

From the photograph by H. J. Symonds.

she was closely engaged with the "San Ysidro" Captain Collingwood called out to his boatswain, a very gallant man, who was shortly afterwards killed, "Bless me! Mr. Peffers, how came we to forget to bend our old topsail? They will quite ruin that new one. It will never be worth a farthing again." At about 3.15 P.M. the "Excellent" came to close action with the 80-gun ship "San Nicolas." Passing within 10 feet of that vessel's starboard side, the "Excellent" poured in a destructive fire and passed on, in compliance with a signal then flying. The "San Nicolas" ran foul of the "San Josef," whereupon Commodore Nelson boarded them in the "Captain," and captured both. The "Excellent" then added her fire to that of three other ships which was being poured into the four-decker "Santissima Trinidad." The state of the "Excellent" may be judged from what Collingwood wrote, "by this time our masts, sails, and rigging were so much shot away, that we could not get so near to the 'Santissima Trinidad' as I would have been. . . . We were engaged an hour with this ship, and trimmed her well; she was a complete wreck." The action ceased at 4.30 P.M. The British captured four ships of the line, and crippled several others. They lost no ships, but suffered a loss of 73 men killed and 227 seriously wounded. The Spaniards lost about 1000 killed and wounded. The "Excellent" lost 11 killed, including Boatswain Peter Peffers, and 12 wounded, including Lieutenant Edward Augustus Down; she had captured the "San Ysidro," 80 guns, and distinguished herself greatly under the future Lord Collingwood of Trafalgar fame.

Commodore Nelson's view of the support he had received from the "Excellent" during the battle is well shown in the letter that follows:

THE KING'S SHIPS

EXCELLENT

"IRRESISTIBLE," February 15th, 1797.

MY DEAREST FRIEND,—“A friend in need is a friend indeed,” was never more truly verified than by your most noble and gallant conduct yesterday in sparing the “Captain” from further loss; and I beg, both as a public officer and a friend, you will accept my most sincere thanks. I have not failed, by letter to the Admiral, to represent the eminent services of the “Excellent” . . . we shall meet at Lagos; but I could not come near you without assuring you how sensible I am of your assistance in nearly a critical situation.—Believe me, as ever, Your most affectionate
HORATIO NELSON.

To which Collingwood replied :

“EXCELLENT,” February 15th, 1797.

MY DEAR GOOD FRIEND,—First let me congratulate you on the success of yesterday—on the brilliancy it attached to the British Navy, and the humility it must cause to its enemies—and then let me congratulate my dear Commodore on the distinguished part which he ever takes when the honour and interests of his country are at stake. It added very much to the satisfaction which I felt in thumping the Spaniards that I released you a little. The highest rewards are due to you and “Culloden.” You formed the plan of attack—we were only accessories to the Don’s ruin; for, had they got on the other tack, they would have been sooner joined and the business would have been less complete. We have come off pretty well considering. . . . You saw the four-decker going off this morning to Cadiz—she should have come to Lagos to make the thing better, but we could not brace our yards up to get nearer. . . .”—I am ever, my dear friend, Affectionately yours,
C. COLLINGWOOD.

As a matter of gunnery interest it may be stated that when possession had been taken of the “San Josef,” it was found that some of the guns on the side on which she had been most



WHALE ISLAND QUARTER-DECK.

From the photograph by H. J. Symonds.

hotly engaged had still their tompions in them. Sir John Jervis was created Earl St. Vincent and was given a pension of £3000 a year, but it had already been decided to make him a Baron before this battle took place. Several Baronetcies and Knighthoods were given and the thanks of both Houses of Parliament were voted to the fleet. A gold medal was conferred on each of the flag-officers and captains. Captain Collingwood sturdily refused to receive his unless he should first be given one for Lord Howe’s victory on the Glorious First of June 1794, on which occasion he said he had equally done his duty. His country honoured itself by sending him both medals together, with an apology.

The defeated Spaniards took refuge in Cadiz. Sir John Jervis, who had been reinforced, at once established a blockade of that port, in which the “Excellent” took part. The Spaniards could not be induced to risk another general engagement, although with a view to provoking them into coming out Sir John Jervis bombarded the town for some days.

On October 11th, 1799, the “Excellent,” commanded by Captain the Hon. Robert Stopford, captured off Lorient the French 18-gun corvette “Aréthuse,” after an eight-hours chase.

THE KING'S SHIPS

On February 20th, 1801, the boats of the "Excellent," commanded by Lieutenant Church, pulled into Quiberon Bay to capture a French sloop and a cutter. Just before the boats arrived a small French craft laden with troops joined the other two. Nothing daunted, the boats dashed on and captured the French cutter "Arc," in spite of the fact that she had a larger number of men on board than the whole attacking party.

On November 24th, 1803, the "Excellent," commanded by Captain Frank Sotheron, joined the fleet commanded by Vice-Admiral Lord Nelson in the blockade of Toulon. On several occasions she had minor brushes with the enemy.

In 1806, as soon as the French army began to advance on Naples, King Ferdinand was given shelter on board the "Excellent" by Captain Frank Sotheron, and was taken to Palermo. The "Excellent" subsequently landed ammunition and four of her lower-deck guns to assist to fortify Gaeta.

In November 1808 the "Excellent," commanded by Captain John West, garrisoned Fort Trinidad, a work to the east of Rosas, and held it, in spite of many French attacks, until she was relieved by other vessels.

On July 28th, 1809, the boats from the "Excellent," commanded by Captain John West, aided by the "Acorn" and "Bustard," entered the Italian harbour of Duino near Triest with the object of cutting out an Italian convoy that had taken shelter there. At the same time a party of marines landed to hold the cliffs round the harbour. The operations were completely successful, 6 Italian gunboats and 10 coasters being brought off with a loss of but 8 wounded.

In 1820 the "Excellent" was cut down to a 58-gun ship.

In 1830, the events of the war with the United States having pointedly directed the attention of artillery experts to the vital importance of good gunnery,

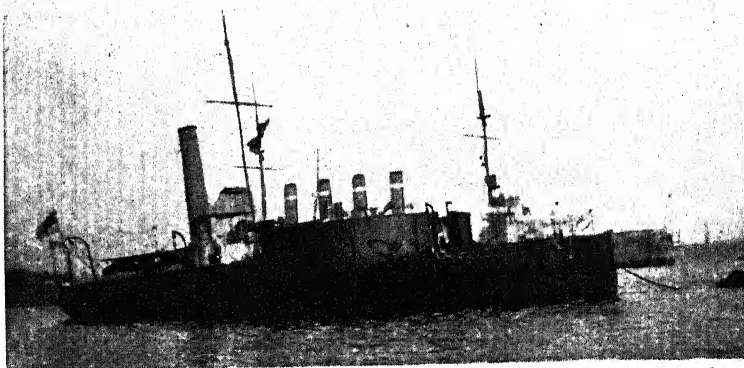
a Naval Gunnery School was tentatively formed at Portsmouth. The origin of this was due chiefly to the persistent appeals of General Sir Howard Douglas to the Admiralty. The school was lodged on board the "Excellent," and was entrusted to Commander George Smith, an officer well known for his own improvements in gunnery and for his invention of paddle-box vessels. In 1832 the system of gunnery instruction thus introduced was extended, and permanently established on board the "Excellent" under Captain Thomas Hastings, who remained in command of the gunnery school until 1845. This "Excellent" was broken up at Deptford in 1835.

In the meantime a school on somewhat different lines had been instituted at Devonport, on board the "San Josef," by Captain Joseph Needham Tayler from 1838 to 1841. The "Cambridge," however, was a more modern institution, and dates only from August 1856.

The second "EXCELLENT" was the 98-gun ship "Boyne" of 2155 tons. She had been launched at Portsmouth in 1810 and built to the plans of Nelson's "Victory." Her length, beam, and draught were 186 ft., 51 ft., and 18 ft. Her name was changed to "Excellent" in 1834, and she continued to act as the Gunnery School until 1859. A record of the services of this ship will be found under "Boyne."

In 1861 she was broken up.

The third "EXCELLENT" was a 100-gun ship which had been launched at Deptford in 1810 as the "Queen Charlotte." Under that name she had taken



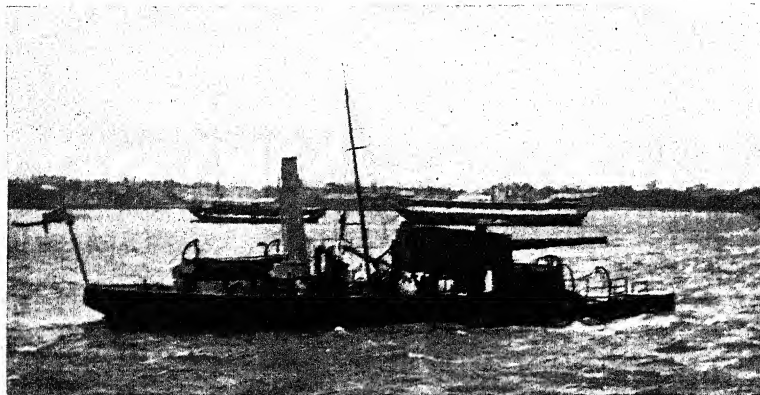
From the photograph by H. J. Symonds.

THE FOURTH "EXCELLENT."

THE KING'S SHIPS

EXCELLENT

part in the bombardment of Algiers, flying the flag of Admiral Lord Exmouth as Commander-in-Chief. She was of 2311 tons, and her length, beam, and draught were 191 ft., 54 ft., and 20 ft.



From the photograph by Stephen Cribb.

THE FOURTH "EXCELLENT" CARRYING A 9.2 (X) GUN FOR TESTING.

It is a common mistake to suppose that this vessel was the ship that flew the flag of Admiral Lord Howe during the battle in 1794 known as the Glorious First of June.

In 1860 she was renamed "Excellent," and became the Portsmouth Gunnery School, as which she continued until broken up in 1892.

From August 19th, 1884, to October 8th, 1885, as a Sub-Lieutenant, and from May 4th, 1889, to July 17th, 1889, and from February 10th, 1890, to March 18th, 1890, as a Lieutenant, His Royal Highness Prince George of Wales (now His Majesty King George the Fifth) was borne on the books of this ship for various courses of instruction.



WHALE ISLAND.

From the photograph by H. J. Symonds.

The fourth "EXCELLENT" is a 1-gun twin-screw gunboat, launched at Elswick in 1883 as the "Handy." She is of 508 tons, 380 horse-power, and 9 knots speed. Her length, beam, and draught are 115 ft., 37 ft., and 9 ft.

In 1891 the gunnery establishment was shifted to Whale Island, a piece of made land in Portsmouth harbour; and the officers and men were housed in commodious buildings adjacent to the barracks and practice-batteries.

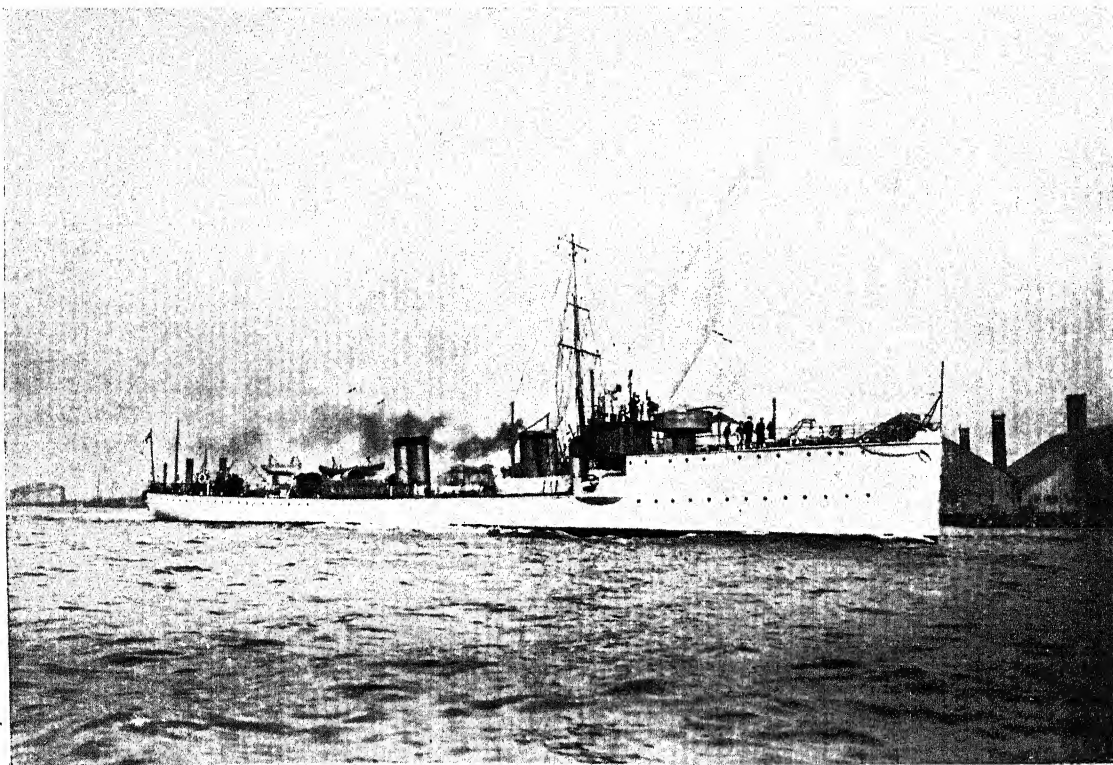
The official name of the Whale Island establishment remains H.M.S. "Excellent."

EXE

EXE.—A river of England rising in Exmoor Forest, Somersetshire, which after a course of 50 miles partly through Devonshire, with several smaller tributaries, falls into the sea at Exmouth.

The "EXE" is a twin-screw torpedo boat destroyer, launched at Palmers' Yard in 1903. She is of 550 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 225 ft., 23 ft., and 10 ft.

In 1905 the "Exe," while commanded by Commander Allan F. Everett, showed conclusively that destroyers of the River class have excellent sea-keeping qualities. While on a passage from Wei-hai-Wei to Shanghai the destroyer—with whom for some time the "Dee," a sister vessel, was in company—ran into a very severe typhoon. Although under a dozen



THE "EXE."

From the photograph by Ernest Hopkins.

miles from land by dead reckoning, when the weather became really threatening the Commander decided that greater safety lay in the more courageous course of standing out to sea, which he did soon after mid-day on September 1st. During the dreadful forty-eight hours that ensued before reaching safety, the "Exe" passed through the centre of the typhoon, and the barometer, to the accompaniment of a gale of cyclonic force and heavy downpours of rain, varied between 30.10 at its highest point and 27.78 at its lowest. Two ventilating cowls became unshipped, and water found its way down below, and to make matters worse, the stokehold plates worked away from their frames and orifices. To clear these orifices, and so allow the water to be pumped out was a matter of great difficulty and danger, but it was successfully accomplished by a courageous engine-room artificer after two hours' work. Commander Everett thus described the state of affairs existing on the morning of September 2nd. . . . "As the light increased one could better foresee the approaching seas as they toppled towards us. . . . At times it seemed impossible that we could

THE KING'S SHIPS

EXE

rise in time. The craft would take a header off the crest of one sea into the succeeding hollow. As she dived, one would look aghast, and see, towering in front, a sheer cliff of sea

with an ugly boiling crest about to engulf the ship. Instinctively one would hold on for dear life . . . and bowed the head in anticipation of the inevitable waterfall. Often to my intense surprise, when I thought it was all up with us . . . she would rise to the occasion, but only soon to experience the same feeling again.

There were times when she got out of step, when in taking her dive, she was naked . . . up to the foremost funnel, and then woe betide one's innermost feelings if she took an acute belly-flopper. . . . The water, I suppose, hitting the naked form of the ship simultaneously throughout a large area, naturally struck her with immense force. The effect was to bring the craft up 'all standing,' and the blow would be followed by an almost human shivering, which was apt to make one think that the hull had not been able to withstand it. . . . The difficulties of the situation were still further aggravated by the flooding of some of the foremost magazines and storerooms, which put the ship so much down by the head that the top of the rudder was out of water.

The "Exe" survived her troubles only by reason of the strength and excellence of her construction and

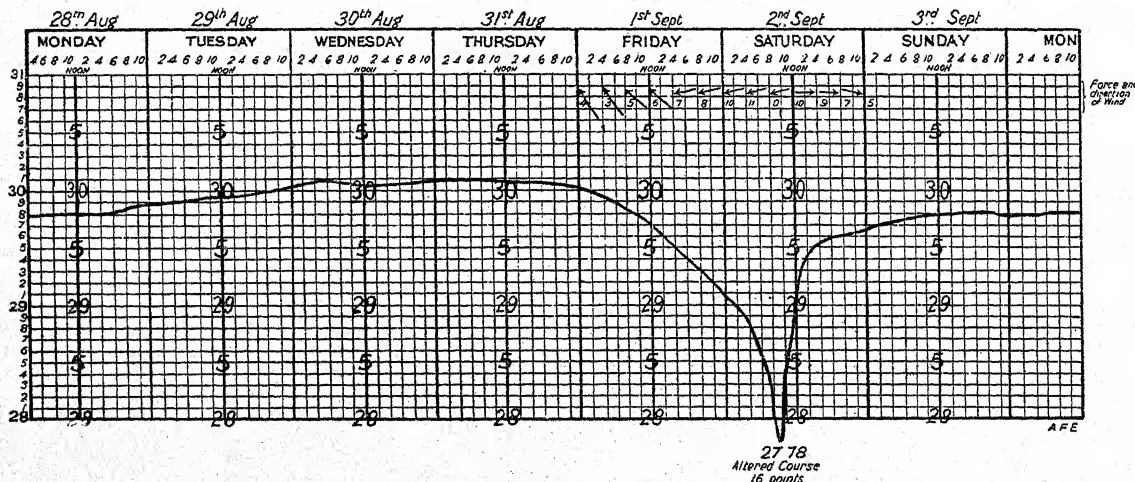


From the painting by Lieutenant P. W. Pontifex, R.N., on the Ward Room bulkhead of H.M.S. "Exe."

Commander Alan Yeats-Brown, R.N.

THE "EXE" IN A TYPHOON.

design, and because of the superb seamanship and determination with which she was managed. This incident is now historic in the annals of the British destroyer service, and the reader who desires to read a fuller account of the matter will find it in the second edition of Admiral Sir Christopher Cradock's *Whispers from the Fleet*.



BAROGRAPH DIAGRAM KEPT BY COMMANDER ALLAN F. EVERETT, SHOWING DEPRESSION DUE TO THE TYPHOON EXPERIENCED OFF THE YANGSTE. CHINA SEA, IN 1905, BY H.M. DESTROYERS "EXE" AND "DEE."

EXMOUTH

The Russian War—

The Baltic Expedition 1855
 The blockade of the coast of Courland 1855

The playful Admiral 1855
 Operations at Narva 1855
 The bombardment of Sveaborg 1855

ADMIRAL EDWARD PELLEW, VISCOUNT EXMOUTH.—Born at Dover, April 19th, 1757, as second son of Samuel Pellew. Entered Navy, 1770. Quarrelled with his captain, and was put ashore at Marseilles, 1772. Joined "Blonde," and in 1775 astonished General Burgoyne, who was taking passage to America in the ship, by standing on



his head at the yard-arm, when the yards were manned in honour of that General. On another occasion he jumped from the foreyard of the "Blonde" and saved the life of a man who had fallen overboard. Served in the operations in Lake Champlain, 1776. Fought in the "Carleton" schooner in the action with the Americans on Lake Champlain, October 11th, 1776. Assumed command of that ship

when both his senior officers were wounded, and received a handsome letter from the Earl of Sandwich, the First Lord of the Admiralty, who promised him promotion to Lieutenant directly he came within Admiralty jurisdiction. Attached to the Army and commanded a party of seamen in various operations. Sent to England with despatches, and on his arrival was promoted to Lieutenant, January 1778. Appointed to a Guardship and, disliking this service, he was reprovved for writing so many letters to the First Lord of the Admiralty asking to be given more active employment. Joined the "Apollo," December 1779. On June 15th, 1780, fought in the action against the French frigate "Stanilaus," which resulted in that ship being driven ashore, Pellew assuming the command when his captain was killed. Commander, July 1st, 1780. Appointed to "Hazard" sloop on East Coast of Scotland, and served in her from July 25th, 1780, to January 1781. Appointed to "Pelican," March 12th, 1782, and in April of that year fought an action in Bass Roads against several French small craft and drove three on shore. Captain, May 1782. Temporarily commanded the "Artois" frigate, and in her on July 1st, 1782, captured the French sloop "Prince of Robego," after a four hours' pursuit. Unemployed for next four years. Married Susan Frowd of Knoyle, Wiltshire, 1783. Appointed to the "Winchelsea" frigate 1786, and proceeded to the Newfoundland station, where he made a great name for himself as a seaman, and paid the ship off in 1789. Appointed Flag-Captain in "Salisbury" on the Newfoundland station 1789. His brother, Israel Pellew, served as his first Lieutenant, and was duly promoted before Captain Pellew left the ship in 1791. Captain Pellew became a farmer, 1791, and worked a moderately large farm called Trevery, not far from Falmouth. This drudgery did not suit a man with so active a mind, and he complained that his crops grew so slowly as to make his eyes ache. Declined a command in Russian Navy, 1791. Enlisted eighty Cornish miners in the "Nymph," 1793, and with his brother Israel to help him, captured the French 36-gun frigate "Cleopatra," June 19th, 1793. The brothers were presented to the King, and Edward was knighted, while Israel, who had made himself very conspicuous during the action, was made a Post-Captain. Appointed to the "Arethusa" frigate January 1794, and in her fought in Sir J. B. Warren's frigate action, April 1794, capturing the "Pomone." Commanded a frigate squadron which captured French frigate "Révolutionnaire," 1794. Appointed to "Indefatigable," January 1795, but declined to accept the appointment unless he was allowed to alter her arrangements as he said he could not risk his credit by commanding a worthless ship. After some difficulties he was allowed his way, and the "Indefatigable" became a good sailer, and a most efficient ship. Rescued crew of the "Dutton" transport, January 1796, at Plymouth, for which service he was



After Sir William Beechey, R.A.
 Engraved by C. Turner.

T. H. Parker, Brothers.

Exmouth



From a contemporary "Illustrated London News."

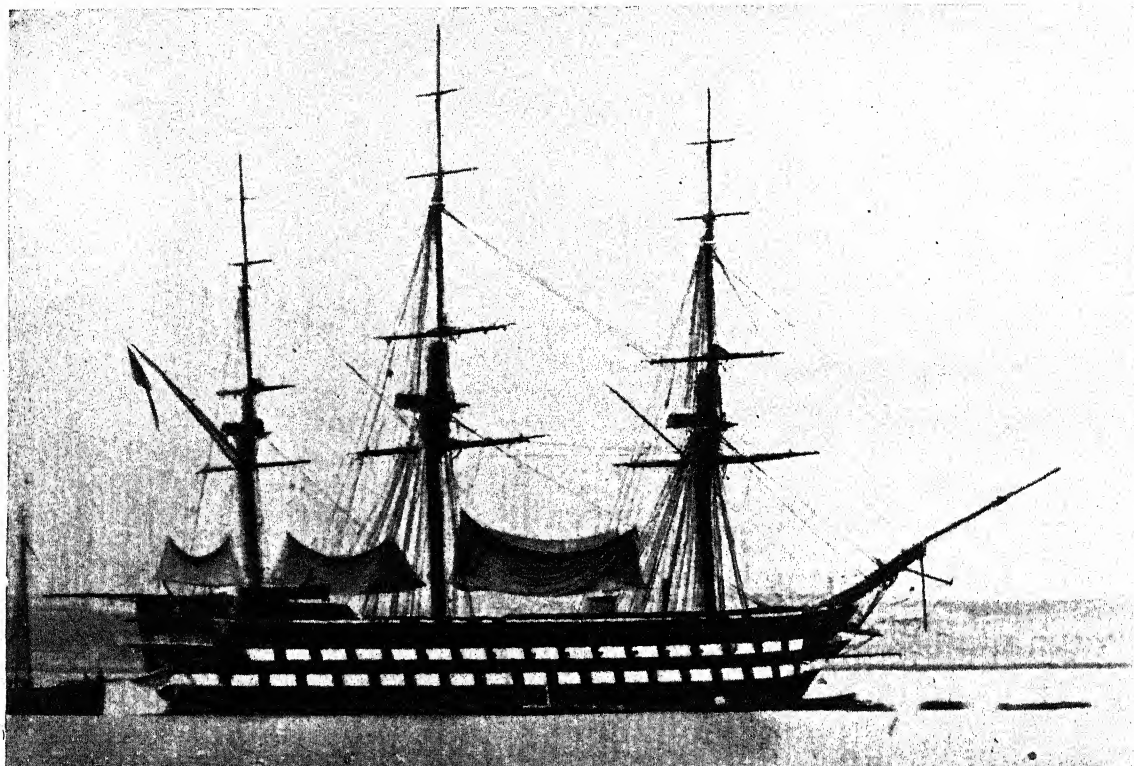
EXPLOSION OF INFERNAL MACHINE.

declined to accept the appointment unless he was allowed to alter her arrangements as he said he could not risk his credit by commanding a worthless ship. After some difficulties he was allowed his way, and the "Indefatigable" became a good sailer, and a most efficient ship. Rescued crew of the "Dutton" transport, January 1796, at Plymouth, for which service he was

THE KING'S SHIPS

EXMOUTH

voted the freedom of the town of Plymouth, presented with a service of plate by the merchants of Liverpool and created a Baronet, March 5th, 1796. Commanded a frigate squadron and made several prizes, 1796-1798. Drove ashore French 74-gun ship "Droits de l'Homme," January 1797. Appointed to the "Impétueux," March 1797, and reproved the boatswain for familiarity as he stepped on board. Drew his sword when the men of the "Impétueux" mutinied, seized the ringleader, and threatened him with instant death if he resisted. The Earl St. Vincent, the Commander-in-Chief, was so startled with the magnitude of the plot that he desired to conceal it altogether, but Sir Edward Pellew was so insistent that the trials took place, and several men were hanged. Received the honour of appointment of colonel of marines in 1801, and elected member of Parliament for Barnstaple, July 1802. Appointed to the "Tonnant," March 1803. Blockaded Ferrol, 1803. Rear-Admiral, April 1804. Commander-in-Chief, East Indies, 1804, with his flag in "Culloden." Soon after his arrival on the station, Rear-Admiral Sir Thomas Troubridge was sent out to take command of the best part of the station as a separate command, but Sir Edward Pellew declined to give it up, and told Sir T. Troubridge that if he remained on the station, it must be under the orders of the Commander-in-Chief duly appointed by the King, and who had not been recalled. When Sir Thomas Troubridge refused to act in this way, Pellew sent for the flag-captain as a witness, and gave the order in writing, whereupon Sir Thomas Troubridge admitted the authority of the Commander-in-Chief. When the matter was referred to England, Sir



THE FIRST "EXMOUTH."

Rear-Admiral the Hon. Algernon C. Littleton.

Thomas Troubridge was recalled and appointed to the Cape station. Destroyed several Dutch ships at Griessee, November 1806, and again in December 1807. Introduced the monthly punishment return. Vice-Admiral, April 1808. Commander-in-Chief, North Sea, April 1810, hoisting his flag in "Christian VII." The pilots having refused to take the fleet to sea on one occasion, Sir Edward rove whips at the yard-arms, enforced the order for the fleet to go to sea, and said he would hang any pilot who ran his ship ashore. Commander-in-Chief, Mediterranean, April 1811, taking with him his brother Israel, then a Rear-Admiral, as the captain of the fleet, and at once took charge of the blockade of Toulon. Raised to peerage as Baron Exmouth of Canonteign, a mansion and estate in the south of Devon, which he had purchased for a family property, May 1814. In commenting on this elevation he stated, "it will only tend to multiply my enemies, and increase my difficulties." Promoted Admiral, June 1814. G.C.B., 1815. Transferred his flag to the "Boyne," after a few months' leave in England 1815, and began a long series of negotiations with the Dey of Algiers and again returned to home waters in June 1815. Sailed from Portsmouth with his flag in "Queen Charlotte," July 1816. Attacked Algiers, abolished Christian slavery, and compelled compliance with British demands, August 1816. Created a Viscount, 1816. Commander-in-Chief, Plymouth, 1817-1821. Vice-Admiral of England 1832. Died at Teignmouth, January 23rd, 1833.

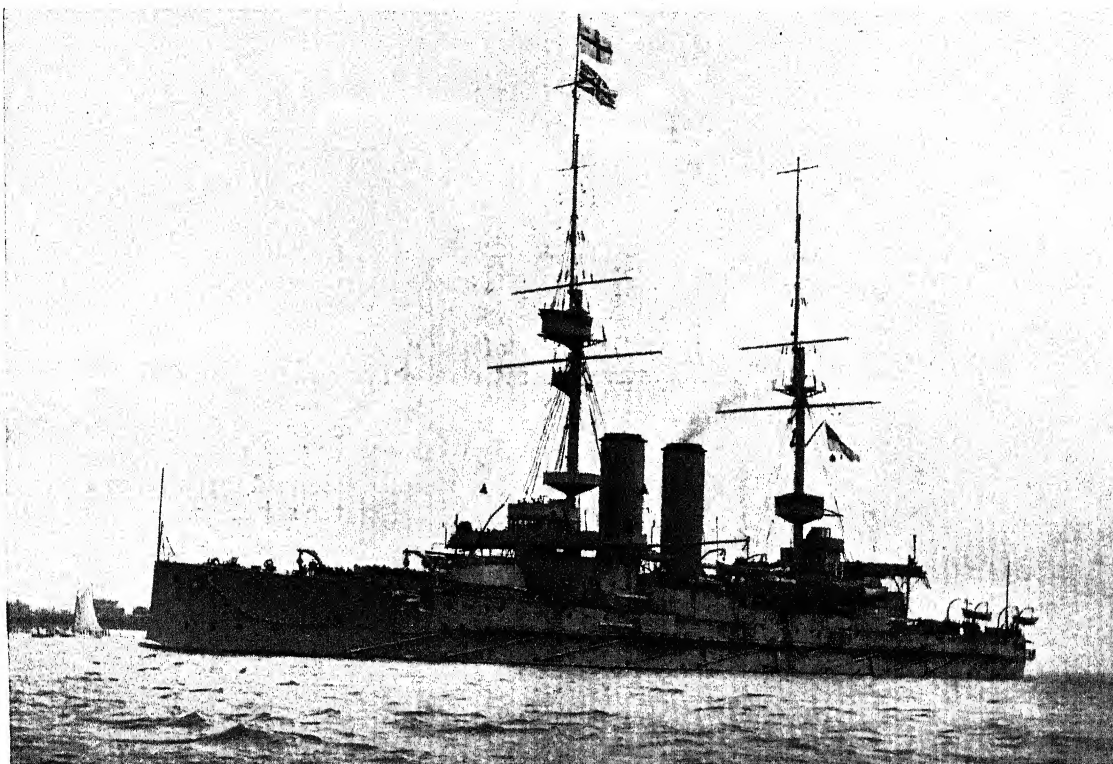
In figure Exmouth was tall and handsome, and of remarkable strength and activity. He was a great believer in the unfailing ability of the members of his family, and by taking his son Fleetwood to the East Indies, where the Admiral was Commander-in-Chief, he contrived to make him a post-captain before he was nineteen years of age!

The first "EXMOUTH" was a 90-gun screw ship, launched at Plymouth in 1854. She was of 4382 tons, 400 horse-power, and carried a crew of 820 men. Her length, beam, and draught were 204 ft., 60 ft., and 20 ft.

On March 28th, 1855, the "Exmouth," commanded by Captain William King Hall, and

flying the flag of Rear-Admiral Michael Seymour, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

On June 21st Rear-Admiral Seymour and Captain King Hall were employed watching the boats of the fleet sweeping and creeping for Russian submarine infernal machines. Having found one the Admiral hauled it into his gig, and began to play with it, showing the careless gallantry for which that officer was always noteworthy. They took it to the Commander-in-Chief, who toyed with it, and then brought it aboard the "Exmouth," where it was once more played with on the quarter-deck until it exploded, knocking down every one near, and wounding Admiral Michael Seymour, his flag-lieutenant, and about four other persons.



THE SECOND "EXMOUTH."

From the photograph by Ernest Hopkins.

On June 16th the "Exmouth" reconnoitred Narva, and on the following day engaged some Russian batteries there.

On August 9th the "Exmouth" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb-vessels co-operated in the attack, which lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, Government stores, and powder magazines were blown up and completely destroyed.

The "Exmouth" was lent to the managers of the Metropolitan Asylums Board as a training ship for the pauper boys of the metropolis in 1877, in which capacity she acted until 1904, being then replaced by a new steel vessel built for the Board by Messrs. Vickers, Sons & Maxim.

In 1905 the "Exmouth" was sold.

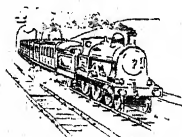
The second "EXMOUTH" is a 16-gun twin-screw battleship, launched at Birkenhead in 1901. She is of 14,000 tons, 18,346 horse-power, and 19 knots speed. Her length, beam, and draught are 405 ft., 75 ft., and 26 ft.

EXPRESS

The Wars of the French Revolution and Empire—

The capture and reduction of Désirade . . . 1808
 Boat operations off Martinique . . . 1808

Assisted to destroy French "Cygne" . . . 1808
 The capture of Martinique . . . 1809



EXPRESS.—To press or squeeze out; to make manifest; given in direct terms; a messenger or a conveyance sent on a special errand; a regular conveyance, as a railway train, which goes with speed and directly to its destination.

The first "EXPRESS" was a 6-gun advice boat, launched at Portsmouth in 1695. She was of 77 tons, and her length, beam, and draught were 65 ft., 16 ft., and 7 ft.

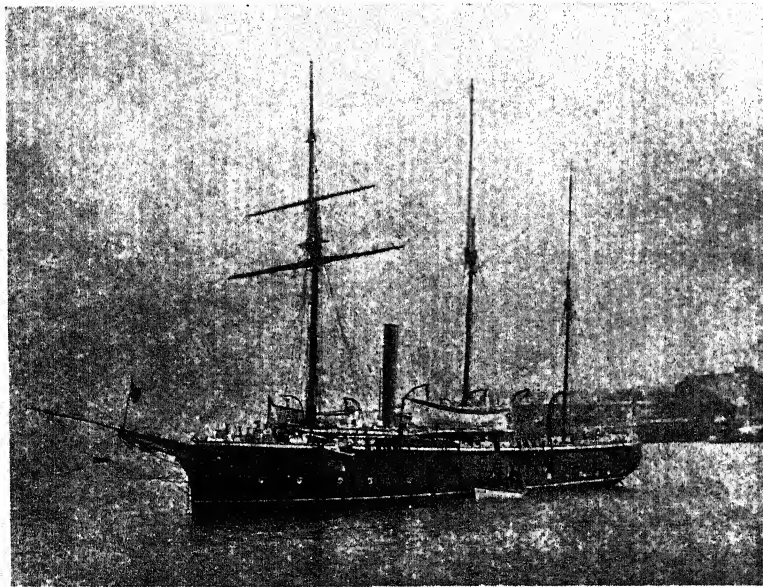
In 1712 she was sold for £96.

The second "EXPRESS" was a 6-gun advice boat, launched on the Thames on December 30th, 1800. She was of 179 tons, and carried a crew of 30 men. Her length, beam, and draught were 88 ft., 21 ft., and 11 ft.

On March 30th, 1808, the "Express" was one of a squadron of five vessels under Captain William Selby in "Cerberus," which arrived to attack the French island of Désirade. The

boats approached under a smart fire from the batteries, which, however, was soon silenced by the guns from the ships, and in a few hours the island had surrendered. As the place was not worth keeping, the batteries were reduced and destroyed and the island evacuated.

On December 12th, 1808, the "Express," commanded by Commander William Dowers, was one of a squadron of five vessels under Commander Francis Collier, acting captain of the "Circe," which attacked the French sloop "Cygne" and two schooners off the Pearl Rock, Martinique. One French schooner was at once driven ashore, and the British cannonaded the other two vessels which had taken



Rear-Admiral the Hon. Algernon C. Littleton.

THE FIFTH "EXPRESS."

shelter under the batteries. Boats with 68 men were then sent in to attack, but they were repulsed with terrible loss. One boat was taken, one was sunk, 9 men were killed, 26 were taken prisoners or drowned, and 21 were wounded. On the 13th the attack was renewed. The crew of the "Cygne" were driven to their boats, and the ship was destroyed. The remaining French schooner ran ashore and was destroyed. The British lost 3 killed and 10 wounded in this second attack.

On January 28th, 1809, the "Express," commanded by Lieutenant William Malone, sailed from Barbados to attack Martinique in a fleet of 44 vessels commanded by Rear-Admiral

OUR NAVAL SEAMEN

A PROSPECT OF WAR

A.D. 1854

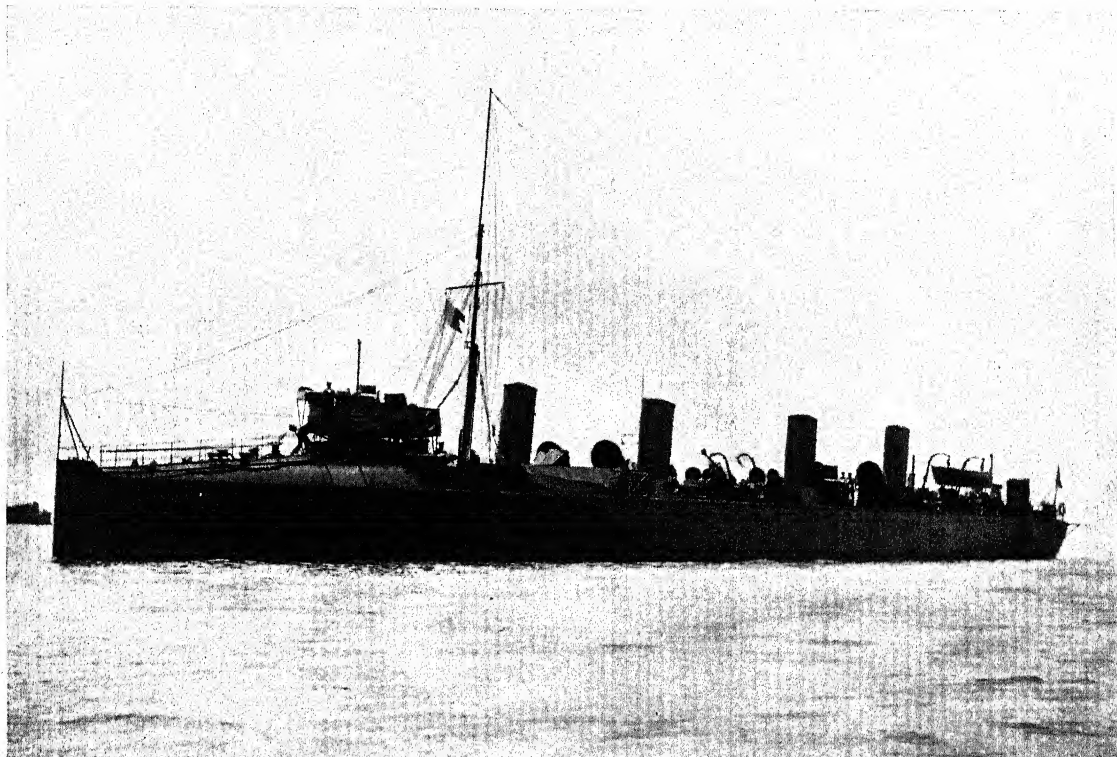
LEAVING THEIR FRIENDS



the Hon. Alexander Cochrane with his flag in "Neptune." Ten thousand troops under Lieutenant General Beckwith accompanied the expedition and were landed on January 30th. The British then forced their way up to the head of Fort Royal Bay and compelled the French to burn their ships. Seamen landed and assisted with guns and mortars. The forts were bombarded by the ships and attacked by the troops, and the whole island capitulated on February 24th. The Navy lost 8 killed and 19 wounded.

In 1813 the "Express" was sold for £450.

The third "EXPRESS" was a small advice schooner fitted for a despatch vessel at Plymouth in July 1815, and sent out to the West Indies as tender to the



THE SIXTH "EXPRESS."

From the photograph by Ernest Hopkins.

flagship. She was of 92 tons, and carried a crew of 26 men. Her length, beam, and draught were 64 ft., 18 ft., and 6 ft.

In 1827 the "Express" was sold at Malta for £210.

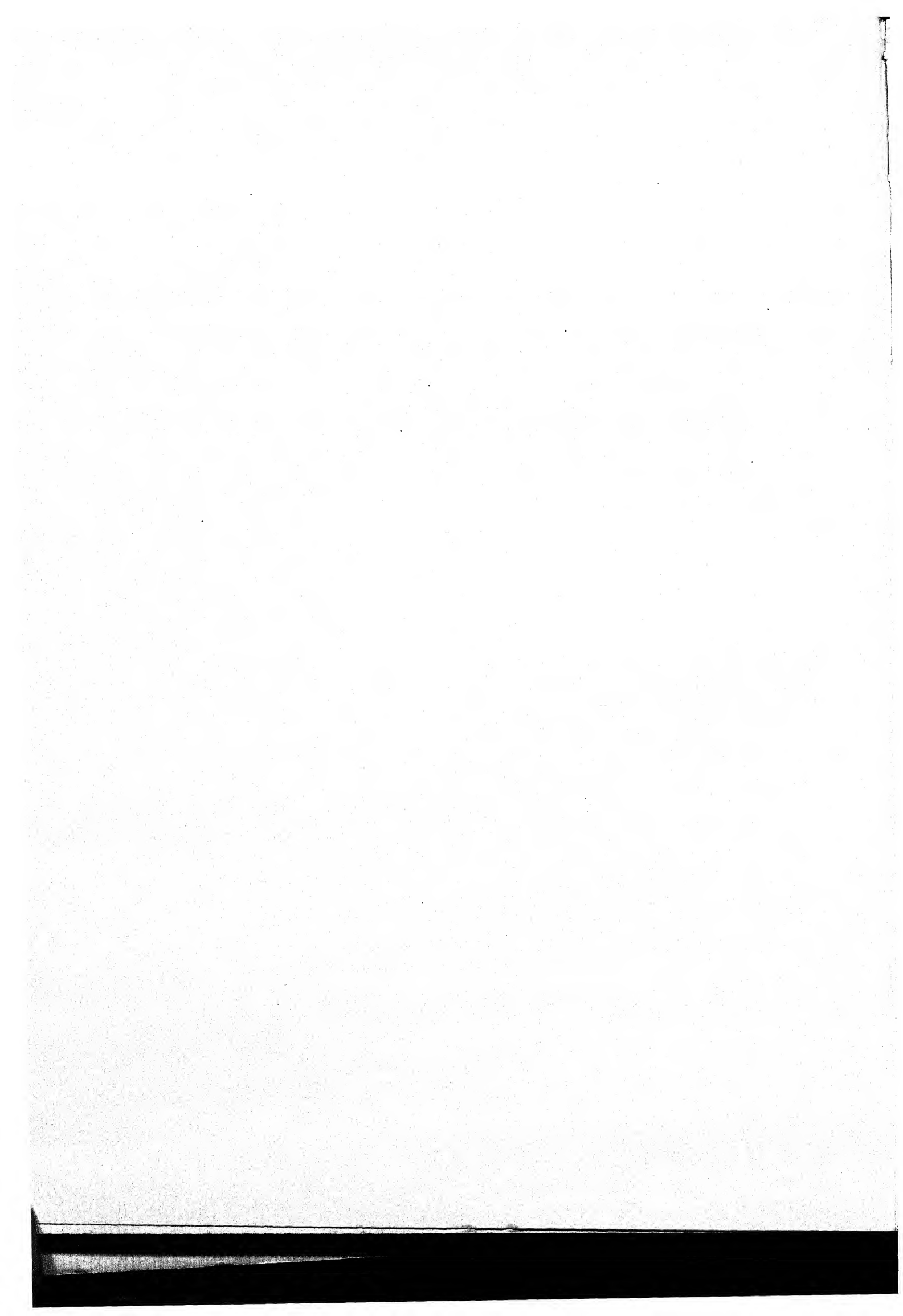
The fourth "EXPRESS" was a 12-gun packet vessel, launched at Deptford in 1835. She was of 362 tons, and carried a crew of 44 men. Her length, beam, and draught were 95 ft., 30 ft., and 11 ft.

In 1862 the "Express" was sold for £635.

The fifth "EXPRESS" was a 4-gun screw gunboat, launched at Sunderland in 1874. She was of 420 tons, 360 horse-power, and 10 knots speed. Her length, beam, and draught were 125 ft., 23 ft., and 10 ft.

In 1889 the "Express" was sold.

The sixth "EXPRESS" is a twin-screw torpedo-boat destroyer, launched at Birkenhead in 1897. She is of 465 tons, 9250 horse-power, and 33 knots speed. Her length, beam, and draught are 210 ft., 21 ft., and 8 ft.



THE SERVICES OF THOSE ANCIENT WAR VESSELS WHOSE NAMES BEGIN WITH

“E”

The name is followed by the date of its first use or launching date.

If the word “French,” “Danish,” etc., appears, it indicates that the first ship of that name was a prize taken from the nation denoted in the year shown. These foreign names have often been continued in new English ships right down to the present day, generally as a compliment to the gallantry of the men in the original ship at the time of capture.

Variations of the name follow, and their services are included.

Similar names are cross-referenced, but their achievements are shown separately.

E.I.C.=Honourable East India Company; H. and A.=Hired and Armed; B.M.=Bombay Marine; I.N.=Indian Navy; R.I.M.=Royal Indian Marine. These initials in the war record respectively indicate that a ship of one of the above services, and of the same name as the Naval ship under which it appears, took part in the particular service described.

Earl of Abergavenny, 1800 (E.I.C.). See also **Abergavenny**—

Dance's action with Linois (E.I.C.) . . . 1804

Earl of Bute, 1777 (armed ship)—

Foundered in Gulf of Florida . . . 1777

Earl Camden, 1804 (E.I.C.). See also **Camden**—

Dance's action with Linois (E.I.C.) . . . 1804

Earl Canning (Indian Naval name), 1870? See also **Canning**

Earl of Denbigh, 1788

Earl of Leicester, 1833. See also **Leicester, Galleon Leicester, etc.**

Earl of Moira, 1814

Earl of Northampton, 1760. See also **Northampton**

Earl of Northumberland, 1769. See also **Northumberland**

Earl Spencer, 1799 (hired). See also **Spencer**—

Operations against French . . . 1814, etc.

Earwig, 1596 (exploration vessel)—

Dudley's expedition to the West Indies . . . 1595

Eastland Merchant, 1653 (hired and armed). See also **Merchant, Merchant Royal, Merchant's Hope, etc.**—

The first battle of the North Foreland . . . 1653

Ebrington, 1807 (hired)—

Operations against French (hired) . . . 1807, etc.

Echo, 1758 (French)—

Boscawen's action with Du Chaffault . . . 1758

The capture of Quebec . . . 1759

The capture of Martinique . . . 1762

The Havana expedition . . . 1762

Wrecked in Plymouth Sound . . . 1781

The capture of Simonstown . . . 1795

The capture of the Cape of Good Hope . . . 1795

The capture of Colombo . . . 1796

Capture of a Dutch squadron at Saldhana Bay . . . 1796

Captured French “Hasard” . . . 1804

Eclair, 1794 (French)—

Lord Hood's occupation and operations

at Toulon . . . 1795

Hotham's action off Hyères . . . 1795

Action with French “Grand Décidé” . . . 1804

Captured French “Rose” . . . 1804

The capture of Martinique . . . 1809

Operations at Laigueglia . . . 1812

Operations at Anzio . . . 1813

Ecureuil, 1762 (French)

Edderkop, 1809 (Danish)

Edmund, 1350—

The battle of Winchelsea . . . 1350

THE KING'S SHIPS

- Edwinstone**, 1801
- Eendracht**, 1665 (Netherlands)
- Egalité**, 1797 (French)
- Egremont**, 1810 (hired and armed)—
The capture of Mauritius 1810
- Egypte**, 1801 (French)
- Egyptien**, 1799 (French)
- Egyptienne**, 1801 (French)—
Captured French "Epervier" . . . 1803
Assisted to capture French "Libre" . . 1805
Calder's action off Ferrol 1805
Captured French "Alcide" 1806
- Eleanor**, 1322. See also **Thomas and Eleanor**—
The war with Scotland 1322-3
- Elephant**, 1705, **Eléphant**—
Nelson's bombardment of Copenhagen . 1801
The blockade of San Domingo . . . 1803
Assisted to capture French "Duquesne" . 1803
Action with French "Duguay Trouin" . 1803
The blockade of Martinique 1806
- Elfin**, 1849
- El Firme**, 1805 (Spanish). See also **Firme**
- Eling**, 1798—
The blockade of the French coast . . 1802-3
Actions with French invasion flotilla . 1803
Operations off Granville 1803
- Elise**, 1779 (French)
- Eliza**, 1796 (French)—
Operations against French (hired) . . 1803, etc.
Captured Spanish pirate "Firme Union" . 1822
Action with Spanish pirate "Diablero" . 1822
- Eliza and Jane**, 1803 (hired). See also **Jane**
- Elizabeth**, 1577 (exploration vessel), **Elisabeth**. See also **Great Elizabeth**, **John and Elizabeth**, **Princess Elizabeth**, **James and Elizabeth**, **Thomas and Elizabeth**, **William and Elizabeth**, etc.—
Drake's circumnavigation (part only) . 1577-8
Raleigh's voyage to Virginia 1584
Davis's Arctic exploration 1585
The campaign of the Spanish Armada . . 1588
The blockade of Prince Rupert at Lisbon . 1650
Badiley's action off Elba 1652
Operations against Dutch merchantmen . 1665
The battle off Bantry Bay 1689
The battle off Beachy Head 1690
The battles off Barfleur and La Hogue . 1692
Action with French "Jason" 1704
Captured by the French 1704
The battle off Toulon 1744
Operations at Hispaniola 1748
Pocock's action with D'Aché off Cudalore 1758
Succoured the "Tiger" 1758
Pocock's action with D'Aché off Negapatam 1758
Pocock's action with D'Aché off Pondicherry 1759
The bombardment and capture of Manilla . 1761
Keppel's action with D'Orvilliers off Ushant 1778
Byron's action off Grenada 1779
- Rodney's first action with Du Guichen . 1780
Rodney's second action with Du Guichen . 1780
Rodney's third action with Du Guichen . 1780
The blockade of the Tagus 1807
Succoured the Portuguese royal family . 1807
Foundered in the West Indies . . . 1807
Operations off Goro 1813
Operations off the Istrian coast . . . 1813
The capture of Dignano 1813
The capture of Fiume 1813
Captured French "Aigle" 1814
Foundered in the West Indies . . . 1814
- Elizabeth Founes**, 1588—
The campaign of the Spanish Armada . . 1588
- Elizabeth Jonas**, 1559. See also **Jonas**—
The campaign of the Spanish Armada . . 1588
Succoured the "Triumph" 1588
Expend at Calais 1588
Rapid mobilisation 1600
- Elizabeth and Sarah**, 1688. See also **Sarah**—
Lost 1689
- Elk**, 1804—
The battle of Fatshan Creek, etc. . . 1857
The bombardment and capture of Canton 1858
- Ellen**, 1417, **Ellens**—
Defeat of the French and Genoese . . 1417
Operations against Scotland 1496
Davis's Arctic exploration 1585
Operations against French (hired) . . 1804, etc.
- Elphinstone**, 1830 (E.I.C.). See also **Lord Elphinstone**—
Operations in Persian Gulf, etc. (E.I.C.) . 1835
The capture of Ruapekapeka (E.I.C.) . 1845
Assisted Turks to defend Hodrida (E.I.C.) 1856
- Els**, 1666 (Netherlands)
- El Teh**, 1897 (Egyptian Naval name)—
Operations at Hafr, Dongola, etc. . . 1896
The capture of Omdurman 1898
The re-conquest of the Soudan . . . 1897-8
Operations in River Nile 1899, etc.
- Eltham**, 1726—
Action with three Spanish ships . . 1743
The bombardment of La Guayra . . . 1743
Knowles's attack on Puerto Cabello . . 1743
The capture of Louisbourg 1745
- Elven**, 1807 (Danish). See also **Nid Elven**
- El Vincejo**, 1799 (Spanish)
- El Viro**, 1800 (Spanish)
- Emanuel**, 1690? See also **Victor Emanuel**
- Embroye**? 1793 (French)
- Embuscade**, 1746 (French)—
Driven ashore and captured by Dutch . 1797
- Emilien**, 1806 (French)
- Emma**, 1811 (hired and armed)—
The capture of Mauritius 1811
- Emperor**, 1857. See also **Roman Emperor**
- Empress**, 1890
- Empress Mary**, 1799. See also **Mary**, etc.

THE KING'S SHIPS

- Ems**, 1809 (Netherlands)
- Emulous**, 1812—
Wrecked on Sable Island 1812
- Endeavour**, 1652—
Lost in West Indian hurricane . . . 1780
Cook's first voyage of discovery . . 1768-71
- Enfant Prodigue**, 1803 (French)
- Engageante**, 1794 (French)
- England** (Japanese) 1863—
Burned after capture 1863
- England Frigate**, 1692 (hired and armed). See also
French Frigate—
Wrenn's action off Désirade 1692
- Enquiry**, 1691 (hired and armed)—
Action with the French 1691
Captured by the French 1691
- Enterprize or Enterprise**, 1705—
Operations in the Mediterranean . . . 1707
Walker's expedition to Quebec . . . 1711
Destroyed a Spanish depot in Scotland 1719
Mighell's operations at Vigo 1719
The Havana expedition 1762
Action with Americans 1778
Captured by Americans 1778
Operations in China (E.I.C.) 1841
Operations at Macoa (E.I.C.) 1841
Ross's search for Franklin in Arctic 1848-54
The second Burmese war (E.I.C.) . . 1852
The capture of Prome, etc. . . . 1852
- Entreprenant**, 1694 (French), **Entreprenante**—
Lord Keith's expulsion of the French
from Egypt 1801
The battle of Trafalgar 1805
Action with four French privateers . 1810
- Envy**, 1806 (privateer)—
Captured a Spanish brig 1806
- Eole**, 1799 (French)
- Epervier**, 1797 (French)—
Duckworth's action off San Domingo . 1806
Operations at Martinique 1808
Action with American "Peacock" . . 1814
Captured by the Americans 1814
- Ephera**, 1812
- Ephira**, 1808—
The capture of Cuxhaven 1809
Operations at Geestendorf 1809
Wrecked near Cadiz 1811
- Ephraim**, 1695—
The attack on Dunkirk 1695
Expended at Dunkirk 1695
- Epreuve**, 1760 (French)—
Foundered in the Atlantic 1762
- Erebus**, 1808—
Operations in River Potomac 1814
Captured an American gunboat after
peace declaration 1815
Apologised and restored the gunboat . 1815
Ross's Arctic exploration 1841-3
Franklin's Arctic exploration and last
voyage 1845-8
Abandoned in the Arctic ice 1848
- Eridanus**, 1813
- Ernaad**, 1839 (transport)—
The capture of Aden 1839
- Eruption**, 1804
- Escarboucle**, 1757 (French)
- Escorte**, 1757 (French), **Escort**—
Keppel's expedition to Belle Isle . . 1761
The blockade of the French coast . . 1804
Action with French invasion flotilla off
Ostend 1804
- Esdaile**, 1808 (hired)—
Operations against French (hired) . 1808, etc.
- Esk**, 1813—
The expedition to the Baltic 1855
Operations in the Gulf of Finland . . 1855
The affair at Hango Head 1855
The bombardment and capture of Canton 1858
The New Zealand war 1863-4
Operations in River Waipa 1864
The attack on Gate Pah 1864
- Esmeralda**, 1800 (Spanish)
- Esperanca**, 1805 (Spanish)
- Esperance**, 1626 (French)
- Esperanza**, 1812—
The capture of Lagosta 1813
- Espervier**, 1242—
Operations at Bordeaux 1242
- Espion**, 1782 (French)—
Captured by three French frigates . 1794
Wrecked on the Goodwin Sands . . . 1799
- Espoir**, 1797 (French)—
Captured French "Fulminante" . . . 1798
Captured Genoese pirate "Liguria" . 1798
Captured Spanish "Africa" 1799
Operations in the Mediterranean . . 1799
The capture of the Cape of Good Hope 1806
The capture of Ischia and Procida . 1809
Various operations on Neapolitan coast 1809
Various operations on Calabrian coast . 1810
Boat operations at Terracina 1810
- Estafette**, 1810 (French)
- Esther**, 1760
- Ethalion**, 1797—
The blockade of Brest 1798
Warren's action with Bompert . . . 1798
Assisted to capture French "Hoche" . 1798
Assisted to capture French "Bellone" . 1798
Captured Spanish "Thetis" 1799
Assisted to capture Spanish "Santa
Brigida" 1799
Wrecked off the Penmarck Rocks . . 1799
The blockade of Martinique 1806
The capture of Martinique 1809
- Etna**, 1691—
The battles of Barfleur and La Hogue . 1692
Action with French vessels 1697
Captured by the French 1697
- Etoile**, 1796 (French). See also **Heureuse Etoile**
- Etourdie**, 1811 (French)—
Burnt to avoid capture 1811

THE KING'S SHIPS

Etrusco , 1795—	
Foundered in the Atlantic	1798
Eugène , 1782 (French)	
Eugénie , 1797 (French)—	
Nelson's operations at Boulogne	1801
Action with French invasion flotilla	1801
Euphrates , 1813—	
Operations in Persian Gulf (E.I.C.)	1839
The first Boer war (transport)	1881
Euphrosyne , 1796	
Eurotas , 1813—	
Present at capture of French "Trave"	1813
Assisted to capture French "Clorinde"	1814
Eurus , 1758—	
The capture of Quebec	1759
The capture of Montreal	1760
The conquest of Canada	1760
Wrecked in the St. Lawrence	1760
Lord Keith's expulsion of the French from Egypt	1801
Eurydice , 1781—	
Hood's action with Du Grasse at St. Kitts	1782
The battle of Dominica	1782
Captured French "Samea"	1782
The blockade of the French coast	1798
Actions with French invasion flotilla	1798
The blockade of Cadiz	1805
The capture of Martinique	1809
The Russian war	1854
Operations in the White Sea	1854
Capsized off the Isle of Wight	1878
Evadne (E.I.C.)	
The capture of Mocha (E.I.C.)	1820
Eveillé , 1795 (French)	
Examiner , 1817	
Exchange , 1653 (hired and armed). See also Royal Exchange —	
The first battle of the North Foreland	1653
Exertion , 1805—	
Operations in the Baltic	1808
Action with Danish gunboats	1808
Boat operations at Norderney	1811
Grounded and destroyed in the Elbe	1812
Exeter , 1680—	
The battle of Beachy Head	1690
Blown up at Plymouth	1691
Operations in the Mediterranean	1711
Action with French "Pembroke"	1711
Operations at Quiberon Bay	1746
Operations in the East Indies	1748
The blockade of Pondicherry	1748
Keppel's action with D'Orvilliers off Ushant	1778
Hughes's action with De Suffren off Sadras	1782
Hughes's action with De Suffren off Providien	1782
Hughes's action with De Suffren off Negapatam	1782

Hughes's action with De Suffren off Madras	1782
Hughes's action with De Suffren off Cuddalore	1783
Assisted to capture French "Medée" (E.I.C.)	1800
Dance's action with Linois (E.I.C.)	1804
Expeditie , 1799 (Netherlands)	
Expedition , 1637, Expédition —	
The search for the Royalist ships	1650
The blockade of Lisbon	1650
Actions with Royalist ships	1650
The first battle of the North Foreland	1653
The battle of Beachy Head	1690
The battles of Barfleur and La Hogue	1692
Action with two French ships	1697
Rooke's expedition to Cadiz	1702
Leake's action with Du Pointis	1705
Wager's action off Cartagena	1708
Destroyed Spanish "San Josef"	1708
Captured a Spanish 44-gun ship	1708
Popham's expedition to Ostend	1798
The blockade of Genoa	1800
Lord Keith's expulsion of the French from Egypt	1801
Operations against French (hired)	1803, etc.
Experiment , 1689—	
Wheler's operations in the West Indies	1693
Operations against Hispaniola	1694
With Walker in North America	1711
Vernon's attack on Cartagena	1741
Vernon's attack on Santiago de Cuba	1741
Byng's action off Minorca	1756
Captured French "Télémaque"	1757
The capture of Goree	1758
The attack upon Charleston, South Carolina	1776
The occupation of Rhode Island	1776
Lord Howe and M. d'Estaing off New York	1778
First big ship to pass through Hell Gate	1778
Assisted to capture American "Raleigh"	1778
Wallace's operations in Cancale Bay	1779
Destroyed three French ships	1779
Captured French "Danaë," etc.	1779
Action with three French ships	1779
Captured by the French	1779
The capture of Martinique	1794
The capture of St. Lucia	1795
Action with Spaniards in Mediterranean	1796
Captured by the Spaniards	1796
Lord Keith's expulsion of the French from Egypt	1801
Explosion , 1767—	
With Pole in Aix Roads	1799
Lord Nelson's bombardment of Copenhagen	1801
Wrecked near Heligoland	1807
Extravagant , 1691—	
The battle off Barfleur	1692
Expended at Barfleur	1692
Eyderen , 1807 (Danish)	

FAIRY

The War of American Independence—

Captured American "Mercury" 1780
Action with French privateer 1781

The Wars of the French Revolution and Empire—

Assisted to capture French "Pallas" . . . 1800
The War with America—
Operations in River Potomac 1814



FAIRY.—An imaginary being or spirit conceived to assume a human form, generally of diminutive size, dance in meadows, steal infants, and play a variety of pranks in a spirit of humour rather than of mischief.

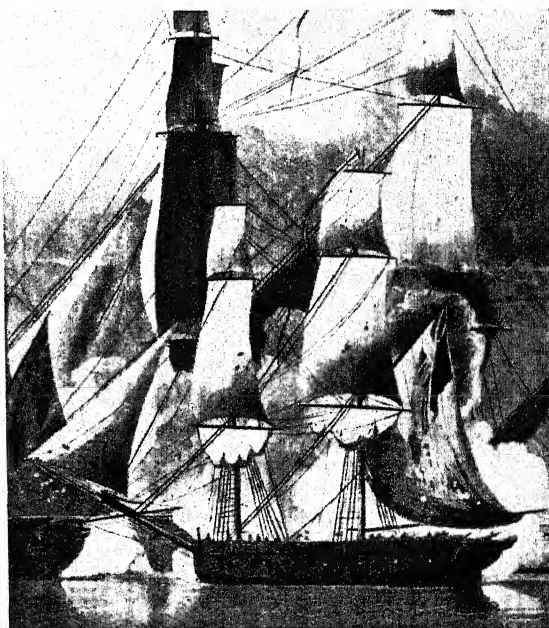
The first "FAIRY" was an 18-gun sloop, launched at Sheerness in 1778. She was of 300 tons, and carried a crew of 125 men. Her length, beam, and draught were 97 ft., 29 ft., and 10 ft.

On September 10th, 1780, the "Fairy," in company with the "Vestal," captured the American packet "Mercury" from Philadelphia, with the American minister to Holland and important despatches on board. When capture was inevitable, the despatches, as usual, were thrown into the sea, but not being weighted they did not sink, and an English sailor leapt overboard and picked them up. Among them was a treaty between the United States and Holland which betrayed the Dutch intention of war.

On January 9th, 1781, the "Fairy," while commanded by Commander Joseph Browne, was captured by a large French privateer of 32 guns, ten leagues S.S.W. of the Scillies. Her loss was due to the fact that no private signals had been issued to the Plymouth cruisers, so that it was impossible for her to discover an enemy at a distance. But in the same month she was recaptured from the French by the "Valiant."

In 1783 the "Fairy" was fired upon by a battery erected on the Cornish coast at Prussia Cove by some smugglers, whereupon she sent in her boats and destroyed it.

In 1793 she was serving on the Leeward Islands station under the command of Commander Francis Laforey.



After W. Anderson. Engraved by F. Chesam. Alfred Davis.
THE FIRST "FAIRY."

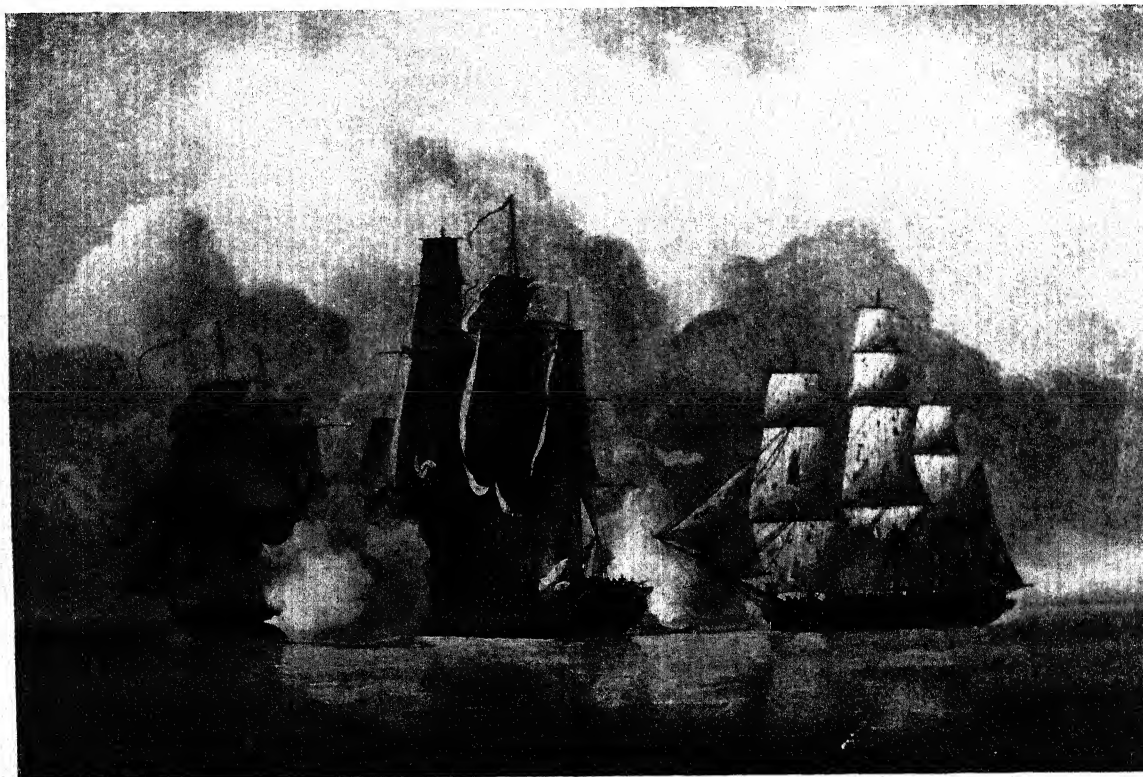
THE KING'S SHIPS

FAIRY

On February 5th, 1800, the "Fairy," commanded by Commander Joshua Horton, while in company with the "Harpy," fell in with the French 38-gun frigate "Pallas" off St. Malo. The French frigate chased and an engagement of one hour followed. The "Pallas" retired and the British ships repaired damages. The British ships then chased, being joined by three others, and after a running fight of six hours the "Pallas" struck her colours. The "Fairy" and "Harpy" lost 5 killed and 11 wounded.

In 1811 the "Fairy" was broken up at Plymouth.

The second "FAIRY" was an 18-gun brig sloop, launched at Bideford in 1812. She was of 386 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.



After W. Anderson. Engraved by F. Chesham.

THE "FAIRY" AND "HARPY" ENGAGE "PALLAS."

Alfred Davis.

In 1814 the "Fairy," commanded by Commander Henry Loraine Baker, took part in the war with America.

In August the "Fairy" was employed in the Naval operations in the River Potomac. She joined a squadron of vessels under Captain James Gordon after they had captured the town of Alexandria, and started the descent of the river, which was shoal, and very difficult to navigate. The squadron was opposed by the crews of two new American 44's that were building, and by some fireships, and engaged the riverside batteries, but it at last reached the entrance, having lost 7 killed (including a lieutenant of the "Fairy"), and 35 wounded.

In 1821 the "Fairy" was broken up.

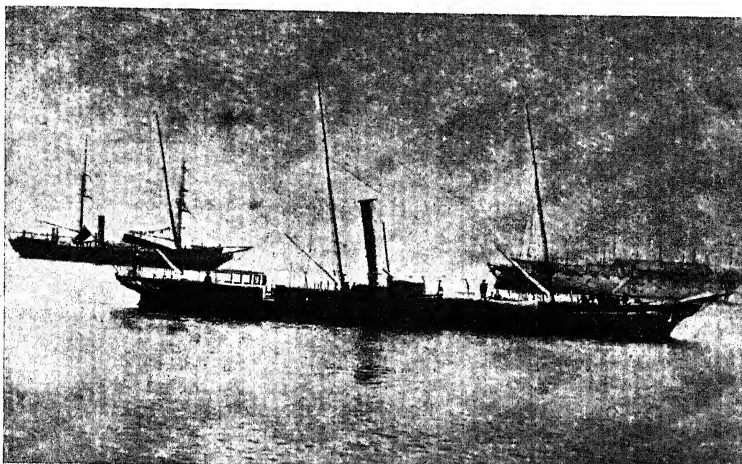
The third "FAIRY" was a 10-gun brig, employed in the coastguard and surveying service. She was launched at Chatham in 1826, and was of 233 tons, with a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 10 ft.

On November 13th, 1841, the "Fairy," while commanded by Captain William Hewett, was wrecked on the coast of Suffolk, and was lost with all hands.

THE KING'S SHIPS

The fourth "FAIRY" was a screw Royal yacht, launched at Blackwall in 1845. She was of 312 tons, and 128 horse-power. Her length, beam, and draught were 145 ft., 21 ft., and 10 ft.

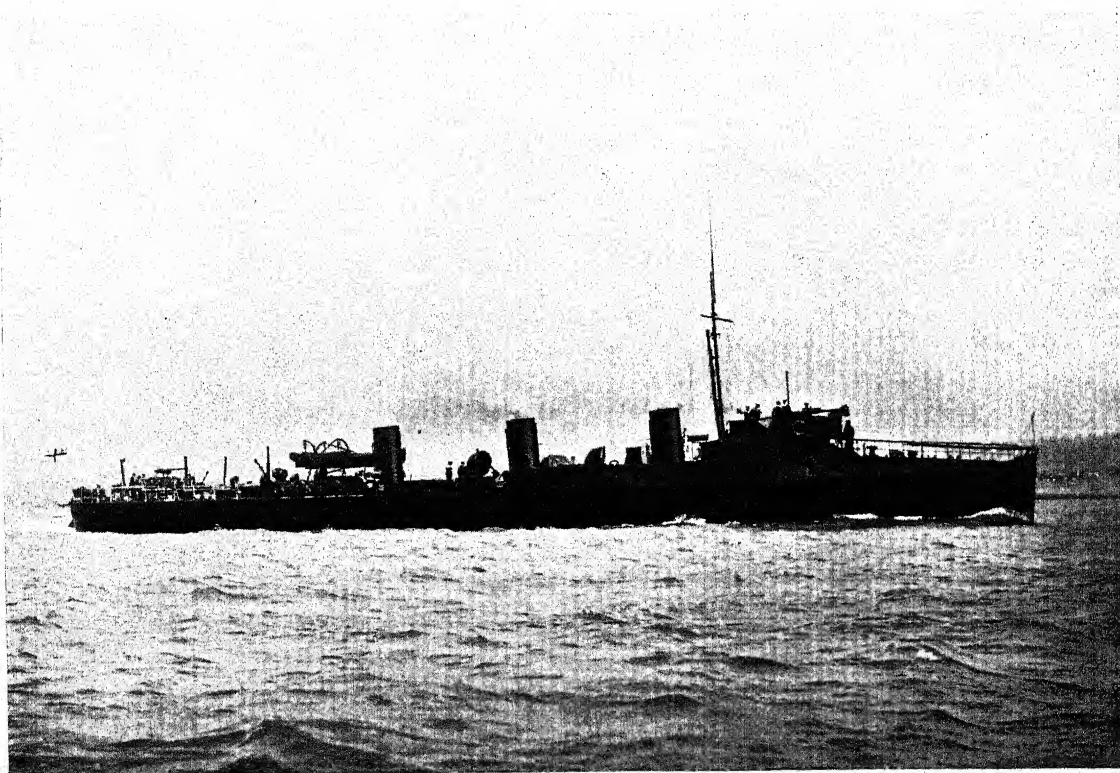
In 1868 the "Fairy" was sold and broken up.



Admiral the Right Hon. the Lord Charles Scott.

THE FOURTH "FAIRY."

The fifth "FAIRY" is a twin-screw torpedo-boat destroyer, launched at Govan in 1897. She is of 380 tons, 6300 horse-power, and 30 knots speed. Her length, beam, and draught are 227 ft., 22 ft., and 9 ft.



From the photograph by Ernest Hopkins.

THE FIFTH "FAIRY."

FALCON

FAWÇON. FAUÇON. FALCON IN THE FETTERLOCK. GOLDEN FALCON. GRAND FALCON.
GYR FALCON. FAULCON. PHAWÇON. FAWÇON OF THE TOWER

The Hundred Years' War—	
The battle of Winchelsea	1350
Captured a French vessel	
	1552
The War of the English Succession—	
Wheler's operations in the West Indies	1693
Reduction of St. Pierre, Newfoundland	1693
Action with French "François"	1695
The War of the Spanish Succession—	
Action with French squadron off Toulon	1709
The War of Jenkins's Ear, and of the Austrian Succession—	
Anson's action with De la Jonquière off Finisterre	1747
Action with Spanish "Glorioso"	1747
The Seven Years' War—	
The attack on Martinique	1759
The capture of Guadeloupe	1759
The War of American Independence—	
The defence of Narragansett Bay	1778

The Wars of the French Revolution and Empire—	
Operations in Dunkirk Roads	1800
Assisted to capture French "Desirée"	1800
The blockade of the French coast	1805
Action with French invasion flotilla off Le Havre	1805
The defence of Danzig	1807
Operations on Danish coast, and at Lundholm	1808
The Russian War—	
The expedition to the Baltic	1855
The blockade of the Coast of Courland	1855
Punitive expedition in the Gambia River	
	1862
The second New Zealand War—	
The bombardment of Maketu	1863
The action at Gate Pah	1864
The Egyptian War—	
The seizure of the Suez Canal	1882
Disturbances at Port Said	1883
The defence of Suakin	1884-5



FALCON.—This name is now restricted to the high-couraged, and long-winged birds of prey that take their quarry as it moves. The majority of falcons may be divided into five groups. "Falcons," "Northern Falcons," "Desert Falcons," "Merlins," and "Hobbies." To these are sometimes added the "Kestrels." In former days there was a bird called the "gentle falcon," which is now termed the "goshawk." The typical "falcon" is by common consent allowed to be that almost cosmopolitan species to which the epithet "peregrine" (strange or wandering) has been attached. In size not surpassing a raven, the "peregrine falcon" is for its bulk the most powerful bird of prey that flies, and its courage is not less than its power. Fearless as it is, and adapting itself to any circumstances, it will form its eyrie on the sea-washed cliff, the craggy mountain, or the drier spots of a marsh. From the most northern part of the American continent to Tasmania, and from the shores of the sea of Okhotsk to Argentina, there is scarcely a country in which the falcon has not been found. The plumage of the adult is generally blackish-blue above, and white with a more or less deep cream-coloured tinge beneath, the lower parts except the chin and throat being barred transversely with black.

The first "FALCON" dates from 1212.

She was the private property of the Earl of Dover and was lent by him to the King for warlike purposes.

The second "FALCON" dates from 1350.

In that year she took part in the action against Don Carlos de la Cerda, known as the Battle of Winchelsea. Don Carlos expecting an attack, armed his ships with every kind of artillery and missile, and crowded them with soldiers, crossbowmen, and archers. King Edward III. commanded the English fleet in person, which was made up by 18 ships and some smaller craft including "The King's Hall" and "The King's Wardrobe," the latter presumably being a sort of floating portmanteau. The Prince of Wales and many young noblemen served in the ships. John of Gaunt (Earl of Richmond), although but eleven years of age and too young to wear armour, insisted on going to sea with the fleet. De la Cerda had 40 large ships of the same class, and ten times as many men as Edward III. He filled his tops with soldiers, who were supplied with stones to throw on the English decks. Edward III. flew his standard in the "Thomas" cog, and when the enemy were sighted he caused the trumpets to sound and served out wine to his knights. He then charged the leading Spaniard. The force of impact was so great that the enemy's mast fell overboard, carrying with it both the soldiers and the stones, while the "Thomas" sank. The king and his suite, however, transferred themselves to the Spanish vessel and, after defeating the crew, threw them all overboard. The Prince of Wales greatly distinguished himself in a similar manner, for when his ship sank, he likewise

boarded a prize, and threw the crew overboard. By sunset the English were victors. The Spaniards lost about 26 vessels. The English suffered heavily in wounded and lost two vessels, curiously enough the two ships flying Royal standards. At night the fleet anchored off Rye, and the King, Prince of Wales, and John of Gaunt returned to the Queen, who was waiting in a state of great anxiety.

His Majesty thereafter was popularly known as the "King of the Sea" and the "Avenger of the Merchants." On account of the good service in this action of Sir Thomas Banestre, who had been guilty of homicide, Edward III. granted him a free pardon.

The third "FALCON" was an 80-ton ship belonging to the reign of Henry V.

She was of a type known as a ballinger and was called "Fawçon of the Tower." She was sold about 1423 for £50. The words "of the Tower" had the same significance as the words "His Majesty's Ship" have nowadays.

The fourth "FALCON" was acquired prior to the fall of Richard III. between 1461 and 1485. Her name is sometimes spelt as "Fawçon."

The fifth "FALCON" or "Phawçon" was an 83-ton ship, launched in 1544. She was one of the pinnaces of Portsmouth, and besides a crew of 55 men, she carried 4 brass and 22 iron guns.

In February 1552 a French ship had the temerity to attempt to search the "Falcon," whereupon the "Falcon" at once boarded and captured the vessel.

The sixth "FALCON" was a 20-ton vessel, launched in 1546. She was known as the "Falcon in the Fetterlock," and besides a crew of 45 men, carried 3 brass and 8 iron guns.

The seventh "FALCON" formed part of the Navy of Charles I.

She was a merchantman taken from the Cromwellians, and then fitted out and armed for the King's service.

The eighth "FALCON" was a prize taken from the Dutch in 1652. She was known as the "Golden Falcon" and mounted 28 guns.

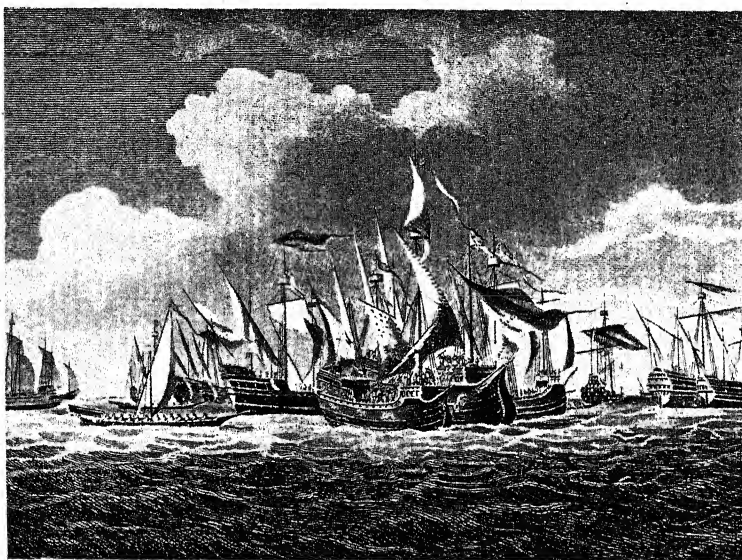
She was sold to the merchants in 1658 for trading purposes.

The ninth "FALCON" was a prize taken from the Dutch in 1653. She was employed as a flyboat, and was of 200 tons, and mounted 24 guns.

She was sold to the merchants in 1658 for trading purposes.

The tenth "FALCON" was launched at Woolwich in 1666. She was of 349 tons, and besides a crew of 180 men she carried 42 guns. Her length, beam, and draught were 88 ft., 27 ft., and 13 ft.

In 1693 the "Falcon," commanded by Captain Nathaniel Browne, was one of a fleet of



After R. Clevely. Engraved by R. Rhodes.

British Museum.

THE BATTLE OF WINCHELSEA.

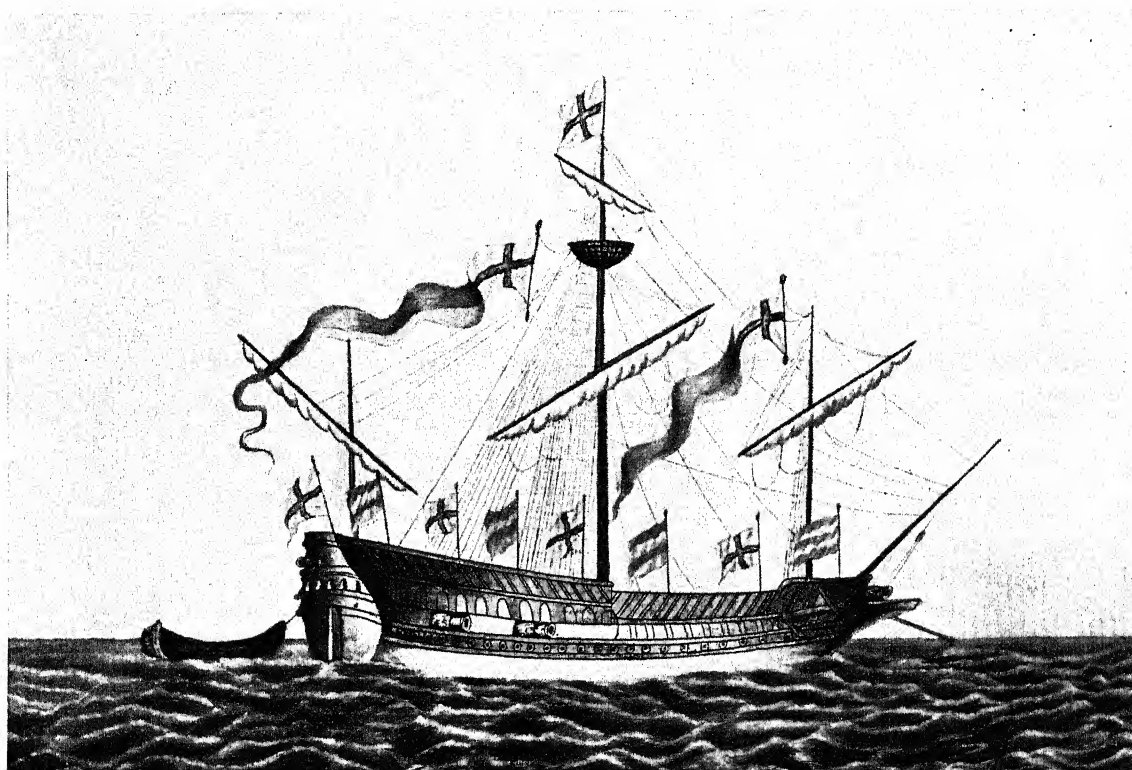
THE KING'S SHIPS

FALCON

18 ships commanded by Rear-Admiral Sir Francis Wheler. They arrived at Barbados on March 1st. They then began an attack on Martinique, but owing to the quarrelling between the Naval and Military leaders the enterprise had to be abandoned. From the same causes the attempts on Guadeloupe and Quebec fell through. The squadron then proceeded to Newfoundland to seize Placentia, but again the military objected to the procedure. After destroying the French settlement on the Island of St. Pierre the fleet sailed for Portsmouth and arrived there on October 18th, 1693.

On May 1st, 1694, the "Falcon," commanded by Captain Thomas Bigant, was captured by the French in the Mediterranean. The captain was killed while defending his ship.

The eleventh "FALCON" was a hired armed merchantman, mounting 38 guns.



Painted for H.M. King Henry VIII. by Anthony Anthony on his second roll.

Royal United Service Institution.

THE FIFTH "FALCON" (PHAWÇON).

On January 3rd, 1695, she was returning home in company with the "Nonsuch," 48 guns, carrying a cargo of timber from New England for the building of the King's ships, when Du Guay Trouin, the famous French cruiser captain, appeared in the "François." He very soon attacked and crippled the "Falcon." That night she lay to, and repaired damages, but on the following morning Du Guay Trouin captured both the "Falcon" and the "Nonsuch."

The "Falcon" was subsequently taken from the French off Ushant by some Dutch privateers.

The twelfth "FALCON" was a 24-gun sixth rate, launched at Shoreham in 1695. She was of 240 tons, and carried a crew of 110 men. Her length, beam, and draught were 91 ft., 25 ft., and 10 ft.

In 1695 the "Falcon" was captured by the French, and the captain was fined three months' pay for not running his ship ashore. In 1703 the "Falcon" was recaptured by the "Romney."

The thirteenth "FALCON" was a 32-gun fifth rate, launched at Deptford in

THE KING'S SHIPS

1704. She was of 412 tons, and her length, beam, and draught were 106 ft., 30 ft., and 12 ft.

On December 29th, 1709, the "Falcon," commanded by Captain Charles Constable, was, in company with the "Pembroke," cruising between Toulon and Corsica. They had the misfortune to fall in with three French ships of 70, 60, and 50 guns commanded by that celebrated corsair, Cassard of Nantes. The British ships made all possible sail away from the enemy, but were taken after a short action. The "Pembroke" lost 140 killed and wounded, including her captain, who was killed. The "Falcon" made an even more determined resistance. Captain Constable was seriously wounded, and only 16 of her men remained unhurt when her colours were hauled down.



From a contemporary Dutch print.

British Museum.

ANSON'S ACTION WITH DE LA JONQUIÈRE.

The fourteenth "FALCON" was a 24-gun sloop, launched at Harwich in 1744. She was of 272 tons, and carried a crew of 110 men. Her length, beam, and draught were 91 ft., 26 ft., and 12 ft.

On September 27th, 1745, the "Falcon" was captured by a French 22-gun privateer off St. Malo.

On March 6th, 1745, the "Falcon" was recaptured from the French and her name was changed to "Fortune."

The fifteenth "FALCON" was a 10-gun sloop, launched on the Thames in 1745. She was of 270 tons, and carried a crew of 110 men. Her length, beam, and draught were 92 ft., 26 ft., and 12 ft.

In 1747 the "Falcon," commanded by Commander Richard Gwynn, was in an English fleet of 17 ships under Vice-Admiral Anson who flew his flag in "Prince George." The French fleet, under Admiral de la Jonquière, consisted of 14 men-of-war and a convoy of 24 ships. The French were sighted on May 3rd about 70 miles from Cape Finisterre. The French made off and Anson chased. A running fight of three hours followed, in which 13

THE KING'S SHIPS

FALCON

French men-of-war were captured. A small detached squadron captured six of the French convoy. Night saved the rest. The "Falcon" was not able to overtake any of the French ships, and played only a minor part in the action: that of following and keeping touch with the French convoy. This victory was valuable, if not brilliant. The French lost 700 killed and wounded, and the English 520. One English captain was killed, and specie to the value of £300,000 was taken from the prizes. Vice-Admiral Anson was given a peerage and the captured men-of-war were all added to the Navy.

In the late autumn of 1747 the "Falcon" was cruising off Lagos Bay in company with the "Oxford" and "Shoreham." They met the Spanish 74-gun ship "Glorioso" and were compelled to retire before a force so greatly superior to themselves.

In 1758 the "Falcon" was equipped with one 13" and one 10" mortar.

In 1759 the "Falcon" was being used as a bomb-vessel. Commanded by Commander Mark Robinson, she joined a fleet of 11 ships of the line, 10 frigates, and 4 bomb-vessels under Commodore John Moore with his broad pennant in "Cambridge," as Commander-in-Chief of the British forces on the Leeward Islands station.

On January 15th they arrived in Fort Royal Bay to attack Martinique. On the 16th the fort on Negro Point was silenced. A general bombardment followed, and the troops were landed. The enemy proved to be in great force, and the troops withdrew. St. Pierre, the capital, was then bombarded by one ship, and the attempt on Martinique which had proved a complete fiasco was abandoned.

The fleet then proceeded to attack Guadeloupe. On January 23rd the forts, citadels, and batteries of Basse Terre were bombarded. By 5 P.M. the enemy's fire was silenced. On the following day the town was wantonly destroyed by the fire of the "Falcon" and three other bomb-vessels. The troops then landed. Basse Terre and Fort Royal were occupied and the French retired to the mountains, where they made a most courageous stand for three months before they finally surrendered.

In November 1759, the "Falcon," commanded by Commander Mark Robinson, was wrecked and lost on the Saintes, Guadeloupe.

The sixteenth "FALCON" was a 16-gun sloop of 302 tons, launched at Portsmouth in 1775. She carried a crew of 125 men, and her length, beam, and draught were 95 ft., 27 ft., and 12 ft.

In August 1778 the "Falcon," commanded by Commander Harry Harmood, was at Narragansett Bay taking part in the war with the American colonies, when a French squadron under Admiral de Suffren appeared. The Senior Naval officer, Captain John Brisbane, ordered the "Falcon" and other ships to be burnt and sunk to block the Channel. Lord Howe, the British admiral, appeared soon afterwards and raised the blockade.

The "Falcon" was weighed again, but appears to have been lost in September 1779.

The seventeenth "FALCON" was a 14-gun brig, launched at Sandwich in 1782. She was of 201 tons, and carried a crew of 90 men. Her length, beam, and draught were 79 ft., 25 ft., and 9 ft.

In 1793 the "Falcon," commanded by Commander James Bissett, was on the Jamaica station under Commodore John Ford.

On July 7th, 1800, the "Falcon," commanded by Commander Henry Samuel Butt, was in a squadron of two gunbrigs, four fireships, and the cutters and boats from two frigates. Acting under Commander Patrick Campbell in the "Dart" they ran into Dunkirk Roads to attack four French frigates lying there. The "Dart" answered a hail in French, and attacked and carried the "Désirée." The fireships were exploded against the other French frigates, but though well handled did not destroy them. The total British loss in this gallant enterprise, apart from the expended fireships, was only 6 killed and wounded.

The "Falcon" was one of the fireships expended on this occasion.

The eighteenth "FALCON," sometimes known as the "GRAND FALCON," was a small cutter hired and armed for service in 1794.

The nineteenth "FALCON" was a 16-gun sloop, purchased as the "Diadem" in 1801. She was of 368 tons and carried a crew of 100 men. Her length, beam, and draught were 102 ft., 29 ft., and 9 ft.

THE KING'S SHIPS

On June 10th, 1805, the "Falcon," commanded by Commander George Sanders, assisted by three other vessels, attacked off Le Havre a French flotilla destined for the invasion of England. They managed to drive several of the French vessels aground, but when the British vessels got so near to the shore as to be under the fire of the French batteries they hauled off with a loss of 2 killed and 8 wounded, to which the "Falcon" contributed 4 wounded.

In 1816 the "Falcon" was sold for £800.

The twentieth "FALCON" was a 16-gun sloop, captured in 1807 by Commander Edward Cheetham in the "Sally" sloop, who found her lying abandoned in Danzig Bay.

She was at once pressed into service.

On April 12th, 1807, she was one of three vessels under Commander Cheetham which went to assist in the defence of Danzig, that time besieged by the French. The "Falcon" received the heavier stores from the "Sally," which enabled the latter to so lighten her draught that she could go up the river Vistula and attack the French.

The Prussians were eventually defeated by the French, and Danzig fell, the Prussians being allowed to march out with the honours of war.

On April 29th 1808, and following days, the "Falcon," commanded by Acting-Commander John Price, destroyed fourteen small craft on the Danish coast, and on May 7th carried off two Danish coasters laden with ordnance material from under the guns of Lundholm.

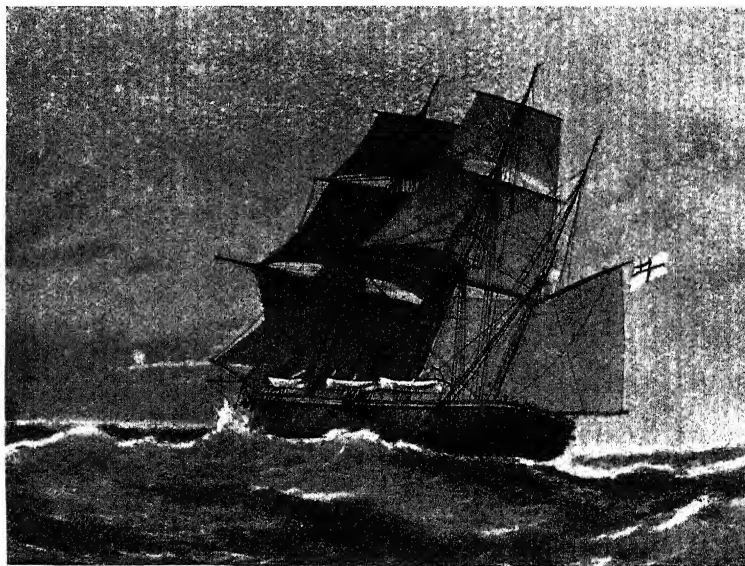
The twenty-first "FALCON" was a 10-gun brig sloop, launched at Pembroke in 1820. She was of 237 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

In June 1833 the "Falcon" was fitted with two 50 horse-power engines and a boiler in the basin at Sheerness. The experiments having been brought to a conclusion the "Falcon" was sold.

The twenty-second "FALCON" was a 17-gun screw sloop, launched at Pembroke in 1854. She was of 748 tons, and 100 horse-power. Her length, beam, and draught were 160 ft., 32 ft., and 17 ft.

On March 28th, 1855, the "Falcon," commanded by Commander Pullen, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

In February 1862 the "Falcon," commanded by Commander Algernon Charles Heneage, contributed to a Naval Brigade which proceeded to attack the King of Baddiboo on the Gambia River. On February 21st they bombarded the strongly-stockaded and well-garrisoned town of Saba. Led by Commodore Edmonstone, the British assaulted and carried the town with a heavy loss to the natives. The British loss was only 6 killed and 15 wounded.



Drawn by W. F. Mitchell.

From Elgar's "Royal Navy."

THE TWENTY-THIRD "FALCON."

THE KING'S SHIPS

FALCON

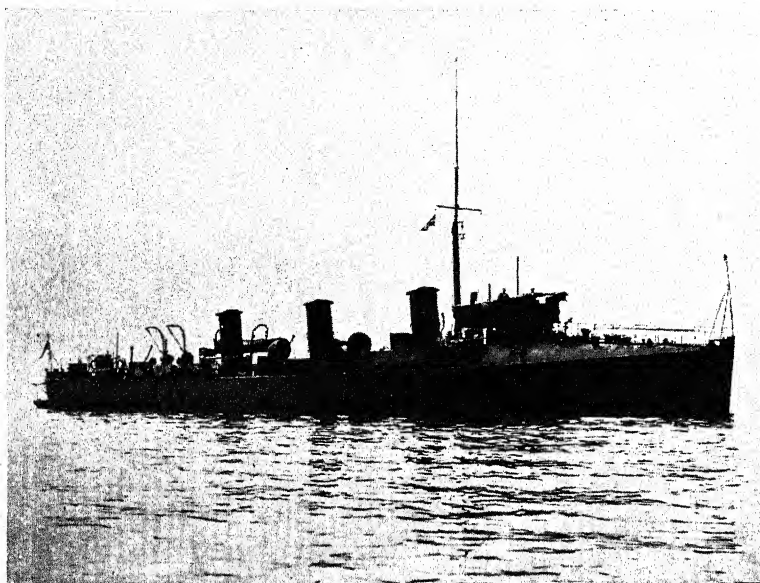
In 1863 the "Falcon," commanded by Commander George Henry Parkin, took part in the second New Zealand war under Commodore Sir William Wiseman with his broad pennant in "Curaçoa."

On April 28th the "Falcon" shelled the enemy out of a position at Maketu, and drove them along the beach to Otamarakau.

In April 1864 the "Falcon" contributed to a Naval Brigade 430 strong, which joined the army under Sir Duncan Cameron. On April 29th the combined forces proceeded to attack a Maori stronghold at Gate Pah. The place was bombarded and at 4.30 P.M. the Naval Brigade, under Commander Edward Hay, moved forward to the assault, and entered the works. Inside the Pah the rebels fought with desperation, and the brigade were obliged to retreat with a heavy loss. The Maoris lost about 35 killed and wounded, but the British suffered 27 killed

and 66 wounded, to which the Naval Brigade contributed 3 officers and 8 men killed or mortally wounded, and 3 officers and 19 men wounded. The Naval Brigade behaved admirably, and withdrew only when nearly all its leading officers had been shot down.

In 1869 the "Falcon" was sold for £2046.



From the photograph by Ernest Hopkins.

THE TWENTY-FOURTH "FALCON."

The twenty-third "FALCON" was a 3-gun screw gun-vessel, launched at Birkenhead in 1877. She was of 780 tons, 720 horse-power, and 11 knots speed. Her length, beam, and draught 158 ft., were 29 ft., and 14 ft.

In 1882 the "Falcon," commanded by Commander John Eliot Pringle, took part in the Egyptian War.

In August the "Falcon" assisted in the seizure of the Suez Canal, and then entered the Canal to undertake patrol and other duties.

In 1883 the men from the "Falcon" assisted to quell a disturbance at Port Said.

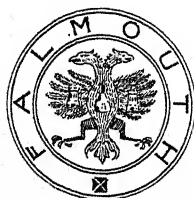
In 1884-1885 the "Falcon" assisted in the defence of Suakin from the Mahdists.

This vessel was eventually attached to the torpedo range at Devonport, as "Defiance II.," and she was sold in 1909 for £1425.

The twenty-fourth "FALCON" is a twin-screw torpedo-boat destroyer, launched at Fairfield in 1899. She is of 375 tons, 6250 horse-power, and 30 knots speed. Her length, beam, and draught are 220 ft., 21 ft., and 9 ft.

FALMOUTH

The first Dutch War—			
The battle off the North Foreland	1653	Gallant defence of a convoy	1709
Action with "Royal James"	1654	Action with French 60-gun ship	1709
The Cromwellian War with Spain—		The capture of Port Royal, Bay of Fundy	1710
The attack on San Domingo	1655	Action off the Guinea coast	1712
The bombardment and capture of Jamaica	1655	Various operations in the Baltic	1716-21
The War of the English Succession—		The War of Jenkins's Ear and of the Austrian Succession—	
Operations in the Mediterranean	1695, etc.	Minor operations at Cuba, etc.	1739
Assisted to capture French ships "Trident" and "Content"	1695	The bombardment of Cartagena	1740
The War of the Spanish Succession—		The bombardment and capture of Chagres	1740
Benbow's action with Du Casse	1702	Vernon's operations at Cartagena	1741
Action with a French squadron	1704	The Seven Years' War—	
		Operations in the East Indies	1759-60
		The blockade and capture of Pondicherry	1760-61
		The bombardment and capture of Manilla	1761



FALMOUTH.—A parliamentary borough and seaport in Cornwall, situated on the southern side of the estuary of the Fal, 18 miles N.N.E. of the Lizard, and 66 by railway W.S.W. of Plymouth. It chiefly consists of a narrow street, about a mile long, with terraces and villas on the heights behind. The harbour, one of the best in England, is 5 miles long by 1 to 2 miles wide, and in some places 12 to 18 fathoms deep. The entrance is defended on the west by Pendennis Castle, and on the east by St. Mawes Castle. There is a considerable pilchard fishery off the neighbouring coasts. From 1688 to 1850 Falmouth was one of the principal packet stations for the receipt and despatch of foreign mails.

The first "FALMOUTH" was a Dutch 26-gun frigate, carrying a crew of 100 men, which had been captured in 1652 as the "Rotterdam." Having been sent in to Falmouth, and there being need of ships, she was added to the Navy at once, and renamed after the harbour which had first given her shelter as an English ship.

In 1653 the "Falmouth," commanded by Captain John Jeffreys, took part in the first battle with the Dutch off the North Foreland. She was in the Red squadron of a fleet of 100 men-of-war and 5 fireships, commanded by "Admiral and General" Robert Blake with his flag in "Resolution." The Dutch had 98 men-of-war and 6 fireships. The action began at noon on June 2nd, 1653. By 3 P.M. one Dutch ship was sunk. At 6 P.M. a Dutch ship blew up. On the following day the Dutch were badly beaten. Eleven prizes were brought in. Six Dutch ships were sunk, 2 were blown up, and 1350 prisoners were taken. The English lost no ships.



Engraved by C. Visscher.

BATTLE OFF NORTH FORELAND.

British Museum.

The "Falmouth" subsequently took part in the blockade of the Dutch ports, the action off Katwijk, and the battle of Scheveningen, in which Tromp was killed, under the command of George Monck, "Admiral and General," Blake having been left in England seriously ill. After some stiff fighting the English fleet defeated, scattered, and pursued the Dutch fleet, and then returned to England.

In 1654 the "Falmouth," while commanded by Captain Mill, did some cruising in the Channel against the corsairs of Brest, and in February of that year she had an action with the "Royal James," a French 42-gun ship commanded by an English Royalist named Richard Beach, who subsequently returned to the English Navy. The "Royal James" managed to get away from the "Falmouth," but she was captured a few weeks later.

In 1655 the "Falmouth" was one of a fleet of 17 men-of-war, 20 transports with 3000 troops and horses, 1 galley, and 4 small craft. The fleet was commanded by William Penn, "Admiral and General-at-Sea," who flew his flag in "Swiftsure." The troops were under the command of General Venables. Although then serving the Commonwealth, both Admiral and General had, quite unknown to one another, each made offers to King Charles II. at Cologne to place their forces at his disposal, but the King had desired them to wait a more favourable opportunity. The fleet sailed for the West Indies on Christmas Day 1654. Eight Dutch ships were seized at Barbados for engaging in illicit trade. While at Barbados a regiment of 1200 seamen was formed, and Godsonn, the Vice-Admiral of the expedition, was appointed to command it on shore as Colonel. On April 13th the fleet made San Domingo, and 4000 men were landed for an attack on Hispaniola. On the 25th the troops were disgracefully beaten, but the regiment of seamen stood their ground, and beat the enemy off. General Venables was very unwell on this occasion—"he continued walking about, wrapped up in his cloak, with his hat over his eyes, looking as if he had been studying of physic more than like the General of an army"—and he had seriously handicapped himself by allowing his wife to accompany him. On May 10th some of the ships bombarded Jamaica, the troops were landed, and that island surrendered on May 17th. In August the squadron returned to England, but the "Falmouth" was one of fourteen ships that remained out on the station for any further service that might turn up. Both Penn and Venables were committed to the Tower on their return, from which it may be supposed that Cromwell had come to hear of their communications with the Royalists.

In 1659 this "Falmouth" was sold.

The second "FALMOUTH" was a 42-gun ship, launched at Redhouse in 1693. She was of 610 tons and carried a crew of 230 men. Her length, beam, and draught were 124 ft., 34 ft., and 14 ft.

In January 1695 the "Falmouth," commanded by Captain Caleb Grantham was in the Mediterranean, and she was detached as one of a squadron of six ships, under Captain James Killigrew in the "Plymouth," to look out for some French men-of-war supposed to be off Malta. On January 7th Captain Killigrew sighted the two 60-gun ships "Content" and "Trident" off Pantellaria, and after both sides had hoisted false colours, gallantly engaged them alone in the "Plymouth." The "Falmouth" and her consorts then came up and a running fight began, which lasted all that night and part of next day.

The following verses, taken from an old ballad evidently written by some one on board the senior officer's ship, "Plymouth," give a rough account of the action:—

They took us to be merchant-men, come down from the Levant,
From Smyrna or from Scanderoon, from Venice or Mercant,
Till bearing down before the wind, the truth of it to view,
They took us to be men-of-war, and they found it to be true.

O, then they tack'd, and we stood after, as fast as we could hie,
But before it was full three o'clock to them we did draw nigh.
O, then bespoke brave Killeygrove, to his men both brisk and free,
"I make no doubt but in little time our prizes they will be."

The French were not unwilling to fight, but to fire they did begin;
Then we gave them a whole broadside, which made their ears to ring.
We had not fir'd passing two broadsides, as I remember well,
But there came an unlucky shot, by which brave Killeygrove fell.

Then Raleigh was the second man that did take up the sword;
And bravely he did manage it, as you may take my word.
We had not been engaged there not past one glass or two,
But that the *Falmouth* she came up, and she gave the last her due.

After a long and gallant defence both French ships surrendered, and they were carried into Messina. Captain James Killigrew—Killeygrove of the ballad—was killed during the fighting, and some fifty men were killed or wounded on the English side.

In 1702 the "Falmouth," commanded by Captain Samuel Vincent, was in the West Indies as one of a squadron of seven ships, under Vice-Admiral John Benbow, who flew his flag in "Breda." On August 19th they sighted off Santa Marta a French squadron of five ships and some small craft, under M. du Casse in the "Heureux," and an action began just before sunset, in which at least two English ships behaved badly, by keeping out of gunshot. The enemy were chased throughout the night, and on the following day only two of the English ships made any serious attempt to annoy them. On the 21st and 22nd the flagship and the "Ruby" again engaged the enemy, this time at close quarters, but the rest of the English squadron held back. On the 23rd the defaulting English vessels were about four miles astern of station, but in the middle watch of the 24th the "Falmouth" came up and assisted the "Breda" to engage the enemy's rear. During the fighting Benbow's right leg was smashed by a chain shot, but after being attended to below, he continued to direct the action from his cot on the quarter-deck.

Hard fortune that it was, by chain shot, by chain shot,
Hard fortune that it was, by chain shot,
Our admiral lost his leg,
And of his men did beg,
"Fight on, my British boys; 'tis my lot, 'tis my lot;
Fight on, my British boys; 'tis my lot, 'tis my lot."

While the surgeon dressed his wounds, thus he said, thus he said,
While the surgeon dressed his wounds, thus he said:
"Let my cradle now in haste
On the quarter-deck be placed,
That mine enemies I may face till I'm dead, till I'm dead,
That mine enemies I may face till I'm dead, till I'm dead."

And there bold Benbow lay, crying "Boys," crying, "Boys,"
And there bold Benbow lay, crying, "Boys,
Let us tack about once more;
We'll drive them all on shore;
I value not a score, nor their noise, nor their noise,
I value not a score, nor their noise, nor their noise."

The Vice-Admiral then sent to each ship to endeavour to bring the captains to a sense of their duty, whereupon one of them visited him and urged him to stop fighting. The other captains being sent for supported the captain of the "Defiance," and Benbow was thus obliged to give up the pursuit. A court-martial tried three of the captains at Jamaica in the following October, for cowardice, disobedience of orders, and neglect of duty. Two were sentenced to death, sent home, and shot in Plymouth harbour in April 1703. The third was sentenced to be cashiered and imprisoned. A fourth captain died a few days before the trial.

The flag-captain in the "Breda" and Captain Vincent of the "Falmouth" were then tried for having signed a protest against the continuance of the engagement. They stated that they did so only for fear that the bad behaviour of the other ships would lead to both the flagship and the "Falmouth" being taken by the enemy. Benbow testified to their good conduct and bravery, and they were only temporarily suspended from duty. The whole episode is very painful and disgraceful, and it undoubtedly contributed to Benbow's death, which took place less than a month after the trial.

On August 4th, 1704, the "Falmouth," while commanded by Captain Thomas Kenny, and in company with the "Revenge," fell in with a French squadron under Du Guay Trouin. Both English ships fought very bravely, but the "Falmouth," in spite of the help she received from the "Revenge" (which escaped), was compelled to surrender, Captain Kenny being killed during the engagement.

The third "FALMOUTH" was a 50-gun ship, launched at Woolwich in 1708. She was of 760 tons, and her length, beam, and draught were 134 ft., 36 ft., and 15 ft.

On May 18th, 1709, the "Falmouth," while commanded by Captain Walter Riddell, was escorting home a convoy about 72 miles from the Scilly Islands, when she was attacked by a French 60-gun ship. The "Falmouth" lay across the Frenchman's hawse for nearly two hours, raking her all the time, and repulsing several attempts of the Frenchmen to board. The French ship managed to get away after doing considerable damage to the "Falmouth's" rigging, and made sail after the convoy, hoping that the "Falmouth" would be too disabled to come up with her. However, Captain Riddell repaired his damages, made sail in pursuit, and eventually managed to shepherd his convoy safely into port. The "Falmouth" lost 13 men killed and 56 wounded during the fighting, but of course saved some £20,000 that she was carrying.

In 1710 the "Falmouth," commanded by Captain Walter Riddell, was one of a small squadron of six ships under Captain Martin in the "Dragon," which proceeded against Port Royal in the Bay of Fundy. After picking up some troops raised by the English colonists in America, the expedition attacked Port Royal in September; the troops attacking from the shore, and the ships bombarding from the seaward side. On October 2nd the French governor surrendered, and the English, taking possession, renamed the place Annapolis Royal.

On March 11th, 1712, off the Guinea Coast, the "Falmouth," commanded by Captain Walter Riddell, and having the "Mary Galley" in company, courageously engaged two French men-of-war of superior force, but unhappily the action concluded without either of the enemy's ships being taken.

In June 1716 the "Falmouth" was one of a fleet of 19 ships under Admiral Sir John Norris, which arrived in the Baltic, where they joined their Russian, Dutch, and Danish allies. Many difficulties arose, and neither the Danish nor the British Admiral would take orders from the other. The Tsar Peter I. therefore assumed command, but nothing of importance occurred.

In March 1717 the "Falmouth" was one of a fleet of 31 ships under Admiral Sir George Byng in the "Barfleur," which proceeded to the Baltic to be ready to take any active measures necessary, when it was discovered that the Swedish minister in London was involved in a Jacobite plot. On arrival they joined themselves to two fleets—those of Denmark and Holland. The Swedish fleet, however, gave no opening, and so the allies broke up in the autumn and returned home.

In 1719 the "Falmouth" was one of a fleet under Admiral Sir John Norris with his flag in "Cumberland," which arrived at Copenhagen in July. The English fleet now gave a certain amount of moral support to Sweden against Russia, but no actual fighting took place, and in November the ships returned home.

On May 18th, 1720, the "Falmouth" arrived at Copenhagen as one of a fleet under Admiral Sir John Norris, which soon afterwards effected a junction with its Swedish allies. The two fleets then proceeded unsuccessfully against the Russian fleet, and the "Falmouth" was one of some 10 ships that proceeded to the Åland Island to check any Russian descents on the Swedish coast. Some quite minor operations took place, and the allies separated and returned to their respective homes a few weeks before Christmas.

In May 1721 the "Falmouth" was again in the Baltic as one of a fleet of 23 ships under Admiral Sir John Norris. They again joined the Swedes in the operations against the Russians, but the Treaty of Nystad put an end to the hostilities, and the English fleet returned home in the autumn.

In 1729 the "Falmouth" was rebuilt at Woolwich.

In 1739 reprisals were ordered against the Spaniards for various high-handed acts against English subjects and ships. The "Falmouth" at this time was in the West Indies in a squadron under Commodore Charles Brown, who had his broad pennant flying in "Hampton Court." They at once left Port Royal, Jamaica, and proceeded round Cuba, when various minor operations in the way of destruction of stores and capture of small shipping was undertaken by detached ships of the squadron. The "Falmouth" cruised off Havana in company with the "Windsor" for some weeks, but none of the enemy were met with during that time. On returning to Jamaica the ships found Vice-Admiral Vernon there, who at once took them under his orders.

On March 3rd, 1740, the "Falmouth," commanded by Captain William Douglas, joined a small squadron that was off Cartagena under Vice-Admiral Edward Vernon whose flag was temporarily flying in "Strafford." After a reconnaissance some of the smaller ships began a bombardment of the place, which it has been suggested was Vernon's method of reply to an insulting letter that he had received from the Spanish governor. From there the ships proceeded

along the Gulf of Darien, observing Spanish defences and occasionally exchanging shots with them.

On March 22nd, 1740, the "Falmouth," in company with a dozen other ships under Vice-Admiral Vernon with his flag in "Strafford," anchored off Chagres and began a bombardment of that town. Two days later the Spanish Governor surrendered the place, which was at once reduced by the English forces, and booty to the amount of about £70,000 was captured.

In 1741 the "Falmouth" was one of a large fleet under Vice-Admiral Vernon, which attacked Cartagena on the Spanish Main. The "Falmouth" acted in the third division under Commodore Lestock. The attack began on March 9th, when the forts were bombarded and the troops landed. The following days were employed in landing stores and guns, but frequent quarrels between the Vice-Admiral and General Wentworth, who commanded the troops, delayed the progress of the work. On March 23rd a general bombardment of the forts and batteries by the fleet was begun, and several ships suffered severe injuries and had to be called off. Two days later the seamen of the fleet assaulted a battery with complete success, and then destroyed a boom and some of the ships in harbour. The enemy at once scuttled five men-of-war and blew up a fort. The British continued to do further damage, but the quarrels between the Admiral and the General becoming worse and worse as the operations proceeded, the fleet left the place without having actually captured it, and sailed for Jamaica. The "Falmouth" soon afterwards formed one of a fleet of 16 ships which returned to England, acting as an escort for the trade on the way.

In 1747 the "Falmouth" was broken up at Woolwich.

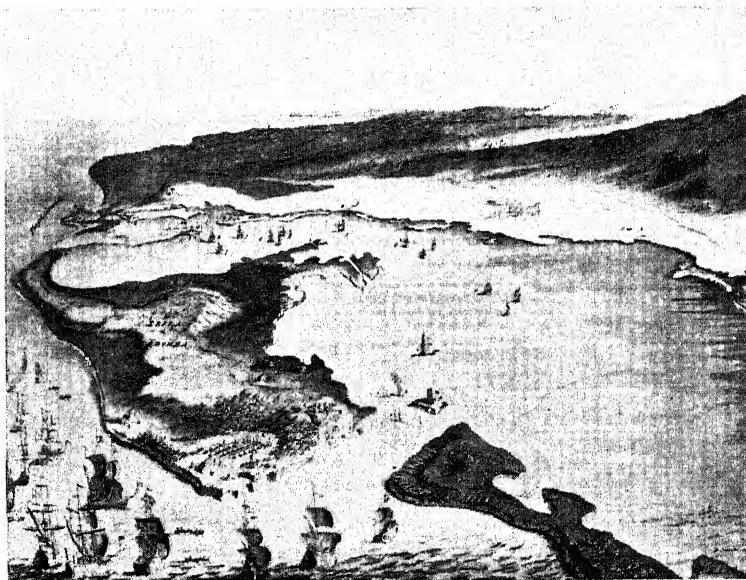
The fourth "FALMOUTH" was a 50-gun ship, launched at Woolwich in 1752. She was of 1047 tons, and carried a crew of 350 men. Her length, beam, and draught were 144 ft., 41 ft., and 18 ft.

In 1759 the "Falmouth," commanded by Captain Richard Hughes, was one of a squadron of four ships under Rear-Admiral Samuel Cornish with his flag in "Lenox," which joined Vice-Admiral Pocock at sea, just south of Madras, as a reinforcement for any future operations that might be taken against the French in East Indian waters.

In 1760 the "Falmouth," now commanded by Captain William Brereton, was one of a squadron of ships under Rear-Admiral Charles Stevens with his flag in "Norfolk," which was engaged in the blockade and siege of Pondicherry. On January 1st, 1761, a violent hurricane passed over the vicinity. Three men-of-war drove on shore and were wrecked, another three foundered at sea with all hands, and the total loss of life was about eleven hundred souls. The "Falmouth," although ordered to cut her cable and proceed to sea, did not hear or see the signals, and with three other vessels managed to ride out the storm, although all four were dismasted.

Pondicherry was gradually reduced by famine, and on January 15th the French forces surrendered the place, and the English forces took possession of it on the following day.

In 1761 the "Falmouth," commanded by Captain William Brereton, was one of a fleet of 12 ships under the command of Rear-Admiral Cornish who flew his flag in "Norfolk," which



From an old print.

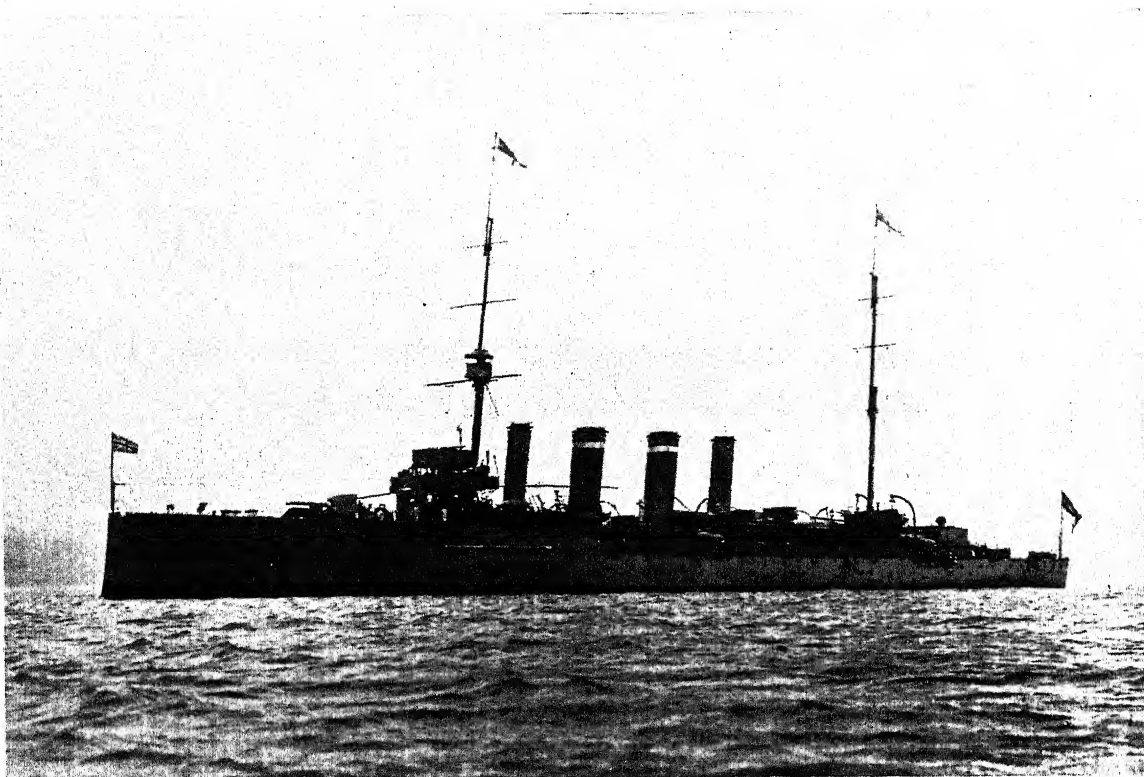
VERNON AT CARTAGENA.

British Museum.

THE KING'S SHIPS

FALMOUTH

acted against Manila. On September 23rd the fleet anchored off Manila, and the Spaniards were greatly surprised as they had not been informed of the outbreak of war. On the following day the town was summoned, but no response being made, the troops were landed under cover of the guns of the fleet. A brigade of seamen also was landed. The "Falmouth" co-operated with the army by enfilading the enemy's front. The ships bombarded and the troops attacked, and on October 5th the town was successfully stormed. The Governor took possession of the citadel and prepared for a further defence, but presently surrendered. Luzon and other Spanish islands were included in the terms of the capitulation. It was arranged that Manila should be ransomed for four million dollars to save it from pillage, but owing to the bad faith of the Spaniards only half of this amount was paid. The islands were handed over to the East India Company. During these operations the army lost but 115 killed, drowned, and



THE EIGHTH "FALMOUTH."

From the photograph by H. J. Symonds.

wounded, while the Navy lost only 35 from similar causes. Rear-Admiral Cornish was made a baronet for these services.

In January 1765 the "Falmouth" was left at Batavia, "she being in so bad a condition it was not safe to bring her to England."

The fifth "FALMOUTH" was a 160-ton sailing craft, launched at Topsham in 1807. Her length, beam, and draught were 73 ft., 23 ft., and 8 ft.

In 1824 this "Falmouth" was fitted as a mortar vessel at Deptford. In about 1866 she was renamed "Woolwich Yard Craft No. 1" and in about 1870 "Portsmouth Yard Craft No. 46." In November 1870 she reverted to the name of "Falmouth" and in 1883 she was sold to the Southampton Harbour Board for £462.

The sixth "FALMOUTH" was a 22-gun sloop, launched at Bideford in 1814. She was of 455 tons and carried a crew of 135 men. Her length, beam, and draught were 116 ft., 30 ft., and 10 ft.

This vessel's name is in the medal list for the Bombardment of Algiers, as she was employed

as a store and transport vessel under Captain R. W. G. Festing, but she does not appear to have taken any active part in the actual bombardment.

In 1825 this "Falmouth" was sold.

The seventh "FALMOUTH" was designed as a 22-gun screw sloop of 1857 tons and 400 horse-power, to have been completed at Deptford. She was intended to have a length, beam, and draught of 225 ft., 43 ft., and 16 ft., but before the work had proceeded very far the Admiralty ordered it to cease.

The eighth "FALMOUTH" is an 8-gun turbine cruiser, launched at Dalmuir in 1910. She is of 5250 tons, 22,000 horse-power, and 25 knots speed. Her length, beam, and draught are 453 ft., 48½ ft., and 17 ft.

FAME

FAMA. FAME (OF WATERFORD). FAME PRIZE

The second Dutch War—		The Wars of the French Revolution and Empire—	
Minor Part	1665	Action with French "Piémontaise"	1806
The War of the Spanish Succession—		The defence of Fort Trinidad	1808
Captured French vessel	1710	The third China War—	
The Seven Years' War—		Assisted to capture four Chinese destroyers in	
Assisted to capture French "Ecureuil"	1762	Peiho	1900
The War of American Independence—		Operations in River Peiho at Hsing Cheng Fort	1900
The battle of Grenada	1779	The relief of Peking	1900
The battle of Dominica	1782		



FAME.—Public rumour ; renown ; celebrity for something distinguished, whether good or bad.

The first "FAME," known as the "Fame" of Waterford, was a small vessel which joined or was taken by the Royalist Fleet under Prince Rupert in the spring of 1649. She was captured by the Parliamentarians in April or May 1649.

The second "FAME" was a fifth-rate, taken from the French in 1653/4. She was of 208 tons and her length, beam, and draught were 68 ft., 24 ft., and 12 ft. She was fitted as a fireship in 1665 and burnt in service against the Dutch in June 1665.

The third "FAME" was a small prize taken during one of the Commonwealth fights with the Dutch in 1655. She was of 90 tons and mounted 10 guns.

The fourth "FAME," known as the "Fame Prize," was a small vessel taken from the French in 1709. She was of 316 tons and her length, beam, and draught were 106 ft., 26 ft., and 11 ft.

While serving in the Mediterranean in 1710 she was commanded by Captain Streynsham Master, and was considered one of the best sailers in Vice-Admiral Baker's division of ships.

On May 3rd, 1710, the "Fame Prize" captured a small vessel from the French.

On September 21st, 1710, the "Fame Prize" was captured off Port Mahon.

The fifth "FAME" was purchased by Captain Warren at Antigua in 1744 as a small 14-gun sloop.

She foundered in the Atlantic in July 1745.

THE KING'S SHIPS

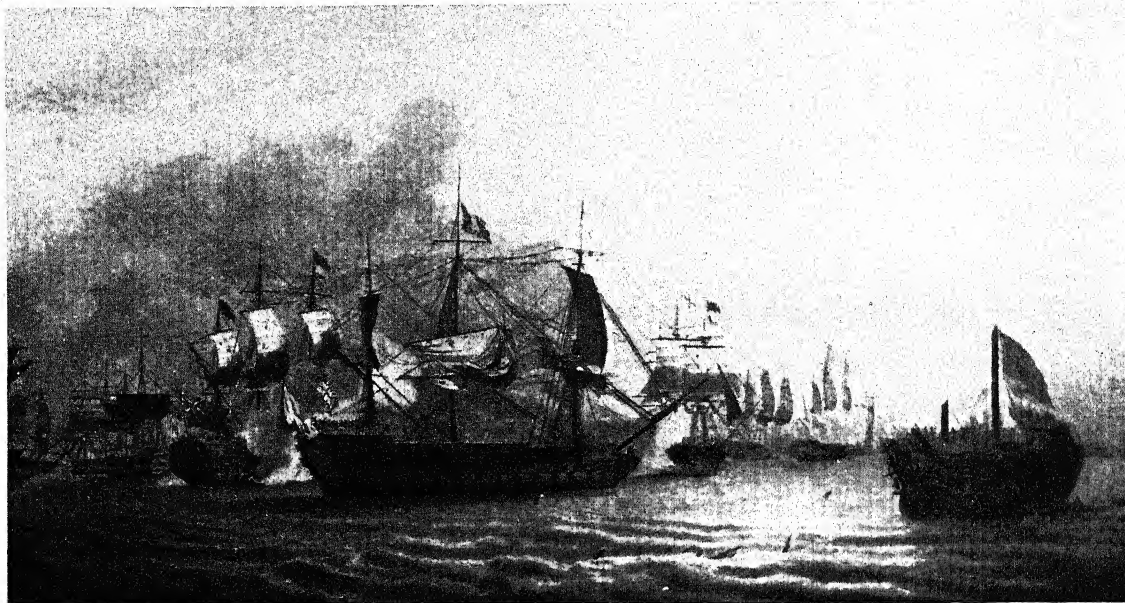
FAME

The sixth "FAME" was a 74-gun ship, launched at Deptford in 1759. She was of 1565 tons, and carried a crew of 600 men. Her length, beam, and draught were 165 ft., 47 ft., and 19 ft.

In 1762, while in company with the "Lion," the "Fame" captured the French 10-gun ship "Ecureuil."

In 1778 the "Fame," commanded by Captain Stephen Colby, proceeded to the North American station in a fleet of 14 ships commanded by Vice-Admiral the Hon. John Byron with his flag in "Princess Royal."

In 1779 the "Fame," commanded by Captain John Butchart, with a crew of 600 men, took part on July 6th in the action against the French known as the battle of Grenada. The French fleet, under Admiral D'Estaing, consisted of 25 ships of the line and several frigates. The English fleet, under Vice-Admiral John Byron, had 21 ships of the line and 1 frigate. The



After R. Dodd. Engraved by F. Chesham.

THE BATTLE OF DOMINICA.

Alfred Davis.

French were anchored off Georgetown on the south-west of the island, and the English approached during the night. D'Estaing weighed at 4 A.M. and Byron chased. The British ships attacked in utter disorder and confusion. The "Fame" and three other ships got separated from the main body, and were very badly mauled. The French lost no ships and eventually hauled off. The British lost 183 killed and 346 wounded. The "Fame" lost 4 killed and 9 wounded. The French lost 190 killed and 759 wounded. This action reflected no credit on either side.

In 1782 the "Fame," commanded by Captain Robert Barbor, was one of a fleet of 36 ships of the line under Admiral Sir George Rodney, who flew his flag in the "Formidable." They met in the West Indies between Dominica and Guadeloupe a French fleet of 30 ships of the line commanded by Vice-Admiral Comte de Grasse with his flag in the "Ville de Paris." The fighting was spread over several days, and the French were defeated. The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place this day, one lasting an hour, and the other an hour and a half. The English received some injuries and lay to that night for repairs. The French fled and the English pursued during the three following days. The fleets met again on April 12th, and the French fired the first shot at 8 A.M. By 9 A.M. the action was general, and the English fleet broke the French line in three places. The action was brought to a conclusion at 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's conduct in not following up the victory by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243

killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone, 6 were killed out of 30. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety in friendly harbours. On the 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured four French ships, two of which were crippled and seeking a secure harbour. Sir George Rodney was created a peer with £2000 a year settled on the title in perpetuity for this victory.

About 1798-1800 this "Fame" was renamed "Guilford" and fitted as a prison ship. She was eventually sold out of the service in 1814.

The seventh "FAME" was a 34-gun frigate, captured from the Spaniards (Fama). She was taken on October 5th, 1804, off Cadiz by the "Medea" and "Lively." She was of 979 tons, and carried a crew of 284 men. Her length, beam, and draught were 145 ft., 39 ft., and 11 ft.

In 1812 this vessel was sold.

The eighth "FAME" was a 74-gun ship, launched at Deptford in 1805. She was of 1745 tons, and carried a crew of 590 men. Her length, beam, and draught were 175 ft., 48 ft., and 18 ft.

In October 1808 the "Fame," commanded by Captain Richard Henry Alexander Bennett, assisted in the defence of Fort Trinidad, a work to the east of Rosas, and held it against all attacks until she was relieved by Captain Lord Cochrane in the "Impérieuse."

In 1817 the "Fame" was broken up at Chatham.

The ninth "FAME" was a 16-gun East India Company's ship, dating from 1804.

Strictly speaking, it might be considered that this vessel should not be included in this record as she is not one of His Majesty's ships, but she is put in on account of her gallant action.

On September 24th, 1806, off the Malabar coast, while commanded by Captain James Jameson, she was captured by the French 36-gun frigate "Piémontaise" after a most courageous resistance which cost the French 6 killed and 11 wounded. The "Fame" lost 1 killed and 6 wounded.

The tenth "FAME" (Fama) was an 18-gun brig taken from the Danes.

She was captured on August 9th, 1808, while defending Nyborg, by the boats of the "Edgar."

On December 23rd, 1808, the "Fame," while commanded by Lieutenant Charles Tapping, was wrecked and lost in the Baltic.

The eleventh "FAME" was an 1815-ton ship which had been launched on the Thames in 1798 as the "Dragon." Having had her name changed to "Fame," this vessel acted as barrack ship at Pembroke.

In 1850 the "Fame" was broken up.

The twelfth "FAME" was a 9-gun screw sloop of 669 tons, laid down at Deptford in 1861.

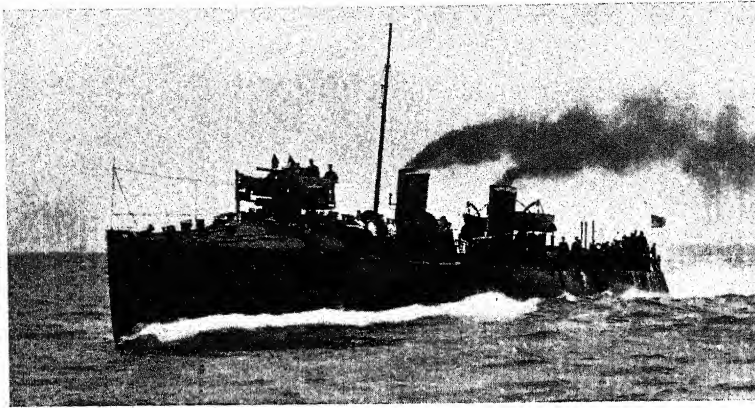
When she was partially built the Admiralty ordered work to cease.

The thirteenth "FAME" is a twin-screw torpedo-boat destroyer, launched at Thornycroft's Yard in 1896. She is of 340 tons, 5700 horse-power, and 30 knots speed. Her length, beam, and draught are 211 ft., 20 ft., and 7 ft.

In 1900 the "Fame," commanded by Lieutenant Roger J. B. Keyes, was employed in the third China War or Boxer Riots.

On June 17th the "Fame," with the "Whiting" in company, proceeded up the Peiho River at 2 A.M. to attack and capture four Chinese torpedo-boat destroyers lying between Taku and Tongku. Each of the British vessels towed a whaler with a boarding party of twelve men under a lieutenant. When abreast the Chinese destroyers the "Fame" and

"Whiting" sheered in, and each selected an opponent, leaving the other two to be attacked by the two whalers. After a slight resistance and the exchange of a few shots, the



From the photograph by H. J. Symonds.
THE THIRTEENTH "FAME."

enemy were driven overboard or below hatches. The Chinese lost several killed and wounded. There were no British casualties, though the British destroyers received some fire from a mud battery, and from some snipers in the dockyard. Of the prizes, one was given to the Russians, one to the Germans, and one to the French. The one retained by the British was renamed "Taku."

On June 25th the "Fame" proceeded up the river to destroy all munitions of war

in Hsing Cheng Fort. Lieutenant Keyes landed with 32 men, entered the fort without opposition, blew up the magazine, and disabled six 5.9 inch Krupp breech-loaders, by putting a 2½ lb. charge of gun-cotton, under the trunnions of each piece, thus shattering and bending the carriage but not permanently injuring the gun itself.

In August the "Fame" contributed to a Naval Brigade which advanced to the final and satisfactory relief of Peking, with 20,100 troops under Lieutenant-General Sir Alfred Gaselee.

FANTÔME

The War with America—			
Operations at Have de Grace	1813	Minor affair at San Salvador	1875
Captured an American privateer	1813	Captain Cook's Monument	1876
Chastisement of Moorish pirates	1846	The blockade of Venezuela	1902
		The seizure of the Venezuelan gunboats	1902

FANTÔME.—The French for "phantom," "spectre," "ghost."

The first "FANTÔME" was an 18-gun ship sloop, captured from the French in 1809. She was of 384 tons, and carried a crew of 121 men. Her length, beam, and draught were 94 ft., 31 ft., and 12 ft.

In April 1813 the "Fantôme," commanded by Commander John Lawrence, sent her boats in under Commander Lawrence and destroyed an American battery at Have de grace, at the entrance to the Susquehanna river.

On October 5th, 1813 Commander Lawrence captured an American privateer schooner mounting 5 guns and carrying a crew of 45 men.

In 1814 Lieutenant Henry Kent, and some seamen volunteers of the "Fantôme" marched from St. John's, New Brunswick, to Kingston on the Canadian lakes, nearly a thousand miles, to take part in the operations against the Americans. The journey was successfully completed in the severity of the winter, over an uninhabited country.

On November 24th, 1814, the "Fantôme," commanded by Commander Thomas Sykes, was wrecked and lost on the Halifax station.

The second "FANTÔME" was a 16-gun brig, launched at Chatham in 1839. She was of 484 tons, and carried a crew of 120 men. Her length, beam, and draught were 105 ft., 34 ft., and 12 ft.

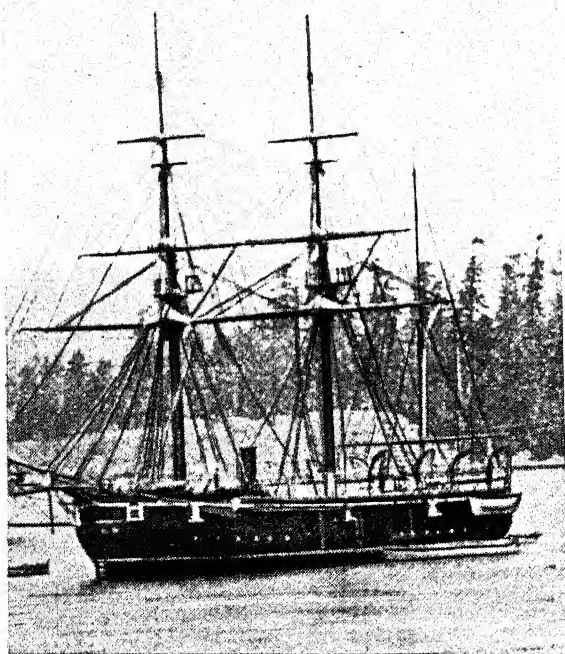
On May 12th, 1846, the "Fantôme," commanded by Commander Sir Frederick Erskine Nicolson, Bart., severely chastised the Moorish pirates. These freebooters had captured an

English merchant brig, and Nicolson was sent in pursuit. The boats of the "Fantôme" were manned and armed, and attacked the brig which was on shore under Cape Treforcas, protected by a large force on the beach. One party recaptured the brig, and another drove the Moors from the shore. The "Fantôme" lost 1 midshipman killed, and 8 wounded. In this affair every officer of the "Fantôme" was engaged, including the surgeon and the clerk. Nicolson was made a post-captain and Sanderson, the first lieutenant, was made a commander, as from the date of the action.

In 1864 the "Fantôme" was broken up.

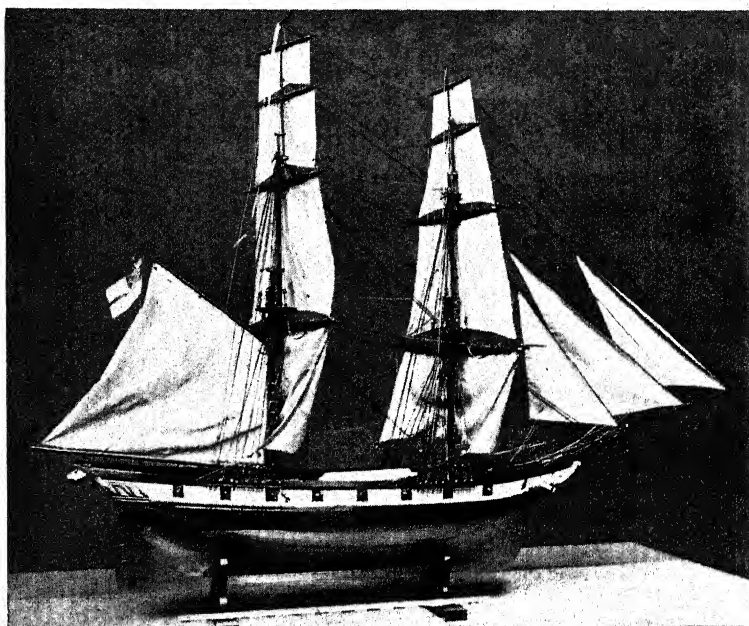
The third "FANTÔME" was a 4-gun screw sloop, launched at Pembroke in 1873. She

was of 940 tons, 970 horse-power, and 11 knots speed. Her length, beam, and draught were 160 ft., 31 ft., and 14 ft.



Commander Charles Napier Robinson, R.N.
THE THIRD "FANTÔME."

Montgomerie with his broad pennant in "Charybdis" which established a blockade of the



Science Museum.

MODEL BELIEVED TO BE OF THE SECOND "FANTÔME."

In 1875 the "Fantôme" landed a force of men under the command of Lieutenant Charles Napier Robinson at La Union, San Salvador, Central America, to protect His Britannic Majesty's Consulate against insurgents. And in the following year this same Lieutenant C. N. Robinson, who subsequently made a great and lasting mark on the naval literature of his time, landed and placed in position the guns, etc., for Captain Cook's monument at Kealakakua Bay, Hawaii.

In 1889 the "Fantôme" was sold.

The fourth "FANTÔME" is a 6-gun twin-screw sloop, launched at Sheerness in 1901. She is of 1070 tons, 1400 horse-power, and 13 knots speed. Her length, beam, and draught are 185 ft., 33 ft., and 12 ft.

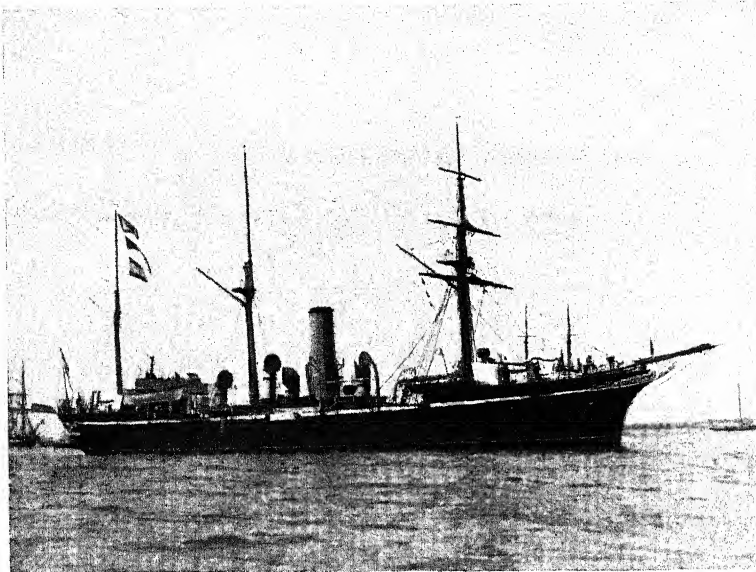
In December 1902 the "Fantôme," commanded by Commander Hugh T. Hibbert, was one of a combined Anglo-German fleet under Commodore R. A. J.

THE KING'S SHIPS

FANTÔME

Venezuelan coast. These retaliatory measures were undertaken on account of outrages on British ships and subjects for which no satisfaction could be obtained. Nine Vene-

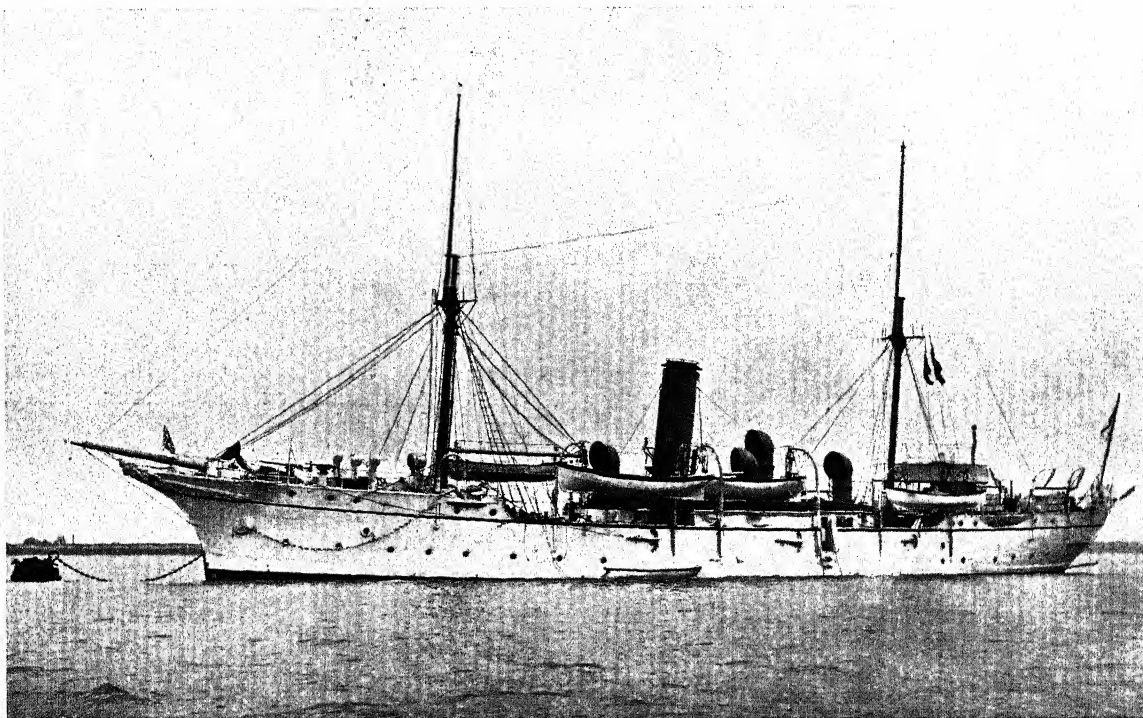
zuelan gunboats or small craft were seized by the boats of the fleet, and two were taken to sea and sunk. President Castro immediately imprisoned all British and German subjects, but he was forced to release them by the American Consul. A British merchant ship was seized by the mob at Puerto Cabello, but two ships at once proceeded to the place, and having released the ship, bombarded the fort. After an eight weeks' blockade, in which the British and German vessels divided the coast, the Venezuelans consented to arrangements which brought the blockade to a conclusion. A small force also assisted in the blockade.



From the photograph by H. J. Symonds.

THE FOURTH "FANTÔME" AS FIRST RIGGED.

This "Fantôme" was eventually appropriated to the Surveying Service.



From the photograph by Ernest Hopkins.

THE FOURTH "FANTÔME."

FAWN

FAUNE

The Wars of the French Revolution and Empire—

Boat operations at Puerto Rico 1808

Various operations in West Indies 1808

The capture of Martinique 1809

Captured French "Téméraire" 1810



FAWN.—A young deer ; a buck or doe of the first year.

The first "FAWN" was the French 16-gun vessel "Faune." She was taken on August 15th, 1805, to the westward of Rochefort by the "Goliath" and "Camilla."

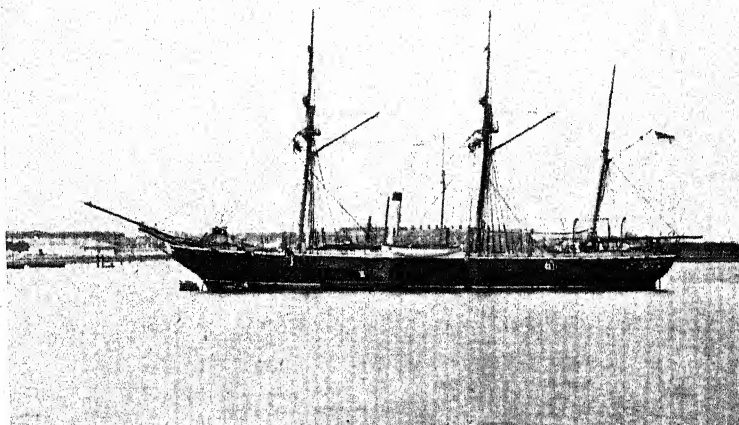
The second "FAWN" was a 26-gun ship sloop, launched at Topsham in 1807. She was of 424 tons, and carried a crew of 121 men. Her length, beam, and draught were 108 ft., 30 ft., and 11 ft.

On May 28th, 1808, the "Fawn," commanded by Commander the Hon. George A. Crofton, sent her boats under two batteries at the north-east end of Puerto Rico, and they captured a Spanish privateer schooner and three merchant vessels. The schooner subsequently blew up and the "Fawn's" carpenter was killed and several badly burned.

On July 17th, 1808, the "Fawn's" boats cut out a merchant schooner at Puerto Rico, and the men landed and spiked and destroyed the guns of one of the batteries.

In the summer of 1808 some despatches from the Colonial Prefect of Martinique to the French Minister of Marine were intercepted. These documents disclosed the wants of the island, and asked for provisions and further reinforcements of troops. The British at once began arrangements for the taking of the place, which was under Vice-Admiral Villaret

Joyeuse as Governor-General, the same man that had commanded the French fleet against Lord Howe on June 1st, 1794. Preparations were at once proceeded with for an attack, and in 1809 the "Fawn," commanded by Commander the Hon. George A. Crofton, sailed from Barbados on January 28th to attack Martinique in a fleet of 44 vessels commanded by Rear-Admiral the Hon. Alexander Cochrane with his flag in "Neptune." Ten thousand troops under Lieutenant-General Beckwith accompanied the expedition, and were landed on January 30th. Some of



From the photograph by H. J. Symonds.

THE FOURTH "FAWN."

the ships forced their way up to the head of Fort Royal Bay and compelled the French to burn their ships "Amphitrite," a 40-gun frigate, "Carnation," an 18-gun sloop, and other small vessels. Seamen landed and assisted the soldiery with guns and mortars. The forts were bombarded by the ships, and attacked by troops, and the whole island capitulated on February 24th. The shells of the besiegers cracked and damaged the roof of the magazine, and the French troops were in momentary fear of an explosion, and this was one of the causes which led to the proposals to capitulate. A court of enquiry which sat in Paris in December 1809, to investigate the causes of surrender of the colony, strongly animadverted upon the neglect of not having previously removed the powder to the galleries of the fortress; and for that, and other reasons, the Governor-General, Villaret-Joyeuse, was deprived of his rank and honours. The capture was rendered the easier by the fact that the French national guards of about 2500 men laid down their arms and returned to their homes when the attack was developing. They were composed of the local negro population, and were influenced in their traitorous behaviour by the receipt of a proclamation which was addressed to them by the British Commander-in-Chief. The Navy lost 8 killed and 19 wounded.

On October 11th, 1810, the "Fawn," while commanded by Captain the Hon. George Alfred Crofton, captured in the West Indies the French 10-gun privateer schooner "Téméraire" with a crew of 35 men.

In 1818 the "Fawn" was sold.

The third "FAWN" was a 6-gun schooner, purchased at Rio de Janeiro in 1839. She was of 169 tons, and carried a crew of 40 men. Her length, beam, and draught were 75 ft., 23 ft., and 8 ft.

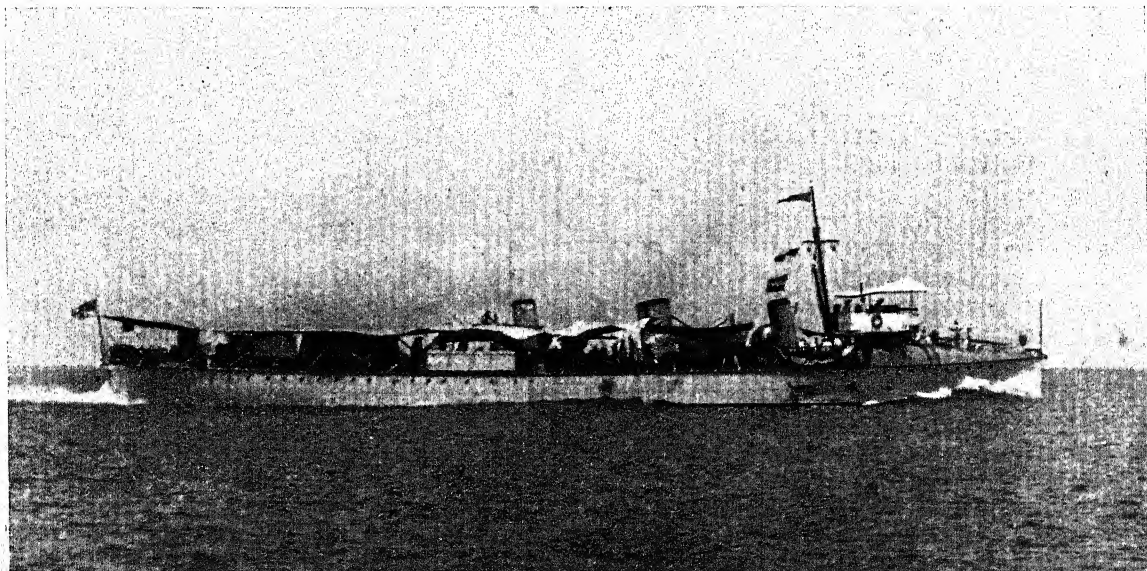
For some years the "Fawn" acted as a tank vessel at the Cape of Good Hope.

The fourth "FAWN" was a 4-gun screw sloop, launched at Deptford in 1856. She was of 1045 tons, 434 horse-power, and 9.4 knots speed. Her length, beam, and draught were 160 ft., 32 ft., and 16 ft.

This vessel, while commanded by Commander W. J. L. Wharton, performed many useful surveys, notably one in the Sea of Marmora.

In 1884 the "Fawn" was sold.

The fifth "FAWN" is a twin-screw torpedo-boat destroyer, launched at Palmer's Yard in 1897. She is of 380 tons, 6200 horse-power, and 30 knots speed. Her length, beam, and draught are 215 ft., 21 ft., and 7 ft.



THE FIFTH "FAWN."

From the photograph by Richard Ellis.

FERRET

FERRETER

The War of the Spanish Succession—	
Action with French galleys	1706
The Seven Years' War—	
Captured Spanish ship off Zacches	1762
The capture of Martinique	1762
The capture of Havana	1762
The War of American Independence—	
Lord Howe's action with D'Estaing off New York	1778

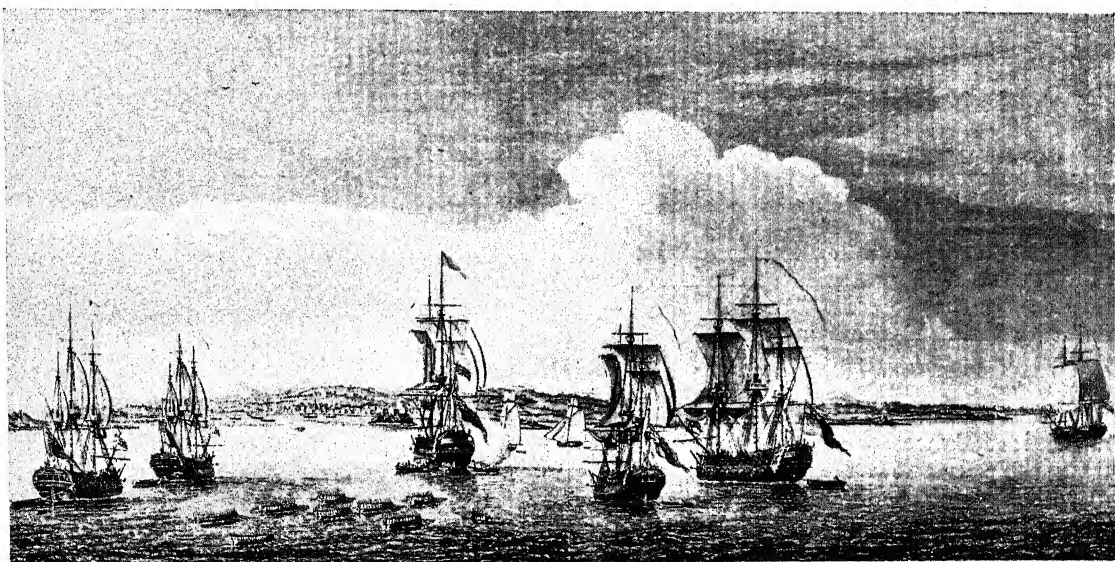
The Wars of the French Revolution and Empire—	
The "Shark Papers"	1799
Engagement with Spanish schooner off Jamaica	1799
Assisted to capture French "Mosquito"	1803
Engagement with Dutch gunboats in River Ems	1807
The suppression of West African slavery	1853
Captured Spanish "Restaurador"	1853



FERRET.—An albino variety of weasel, regarded by some as the descendant of an African wild species, and by others as a variety of polecat, which it resembles in size, form, and habits. It differs, however, from the polecat in the colour of its fur, which is usually yellowish-white, and of its eyes, which are pinkish-red. The ferret is intolerant of cold, and survives the English winter only by means of artificial warmth. It usually attains a length of about 14 inches, exclusive of a five-inch tail. It is chiefly employed in destroying rats and other vermin, and in driving rabbits from their burrows into nets spread for their reception. For this latter purpose it is usually muzzled to prevent it devouring its prey, and there-after going to sleep at the bottom of a burrow until roused by hunger to renewed exertion. When not properly fed, or when otherwise irritated, it is apt to give painful evidence of its native ferocity. It has been known to attack a child in the cradle, and having once tasted human blood, it will boldly attack any one interfering with the gratification of its bloodthirsty propensity.

The first "FERRET" was a 10-gun sloop, launched at Blackwall in 1704. She was of 128 tons, and carried a crew of 20 men. Her length, beam, and draught were 72 ft., 20 ft., and 7 ft.

On May 25th, 1706, while under the command of Captain Nicholas Smith, the "Ferret" was captured by six French galleys. The captain lost his life in the defence of his ship.



After D. Serres, R.A. Engraved by P. C. Canot.

HERVEY AT TRINITÉ, MARTINIQUE.

British Museum.

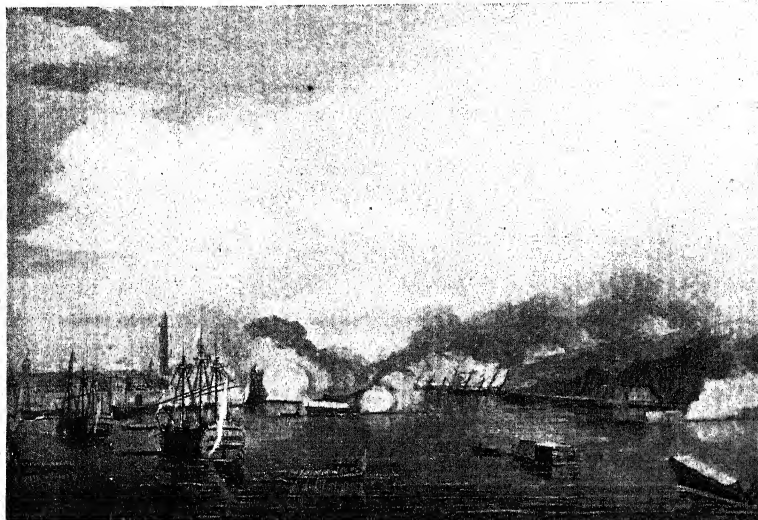
The second "FERRET" was a 6-gun sloop, launched at Woolwich in 1721. She was of 67 tons, and her length, beam, and draught were 55 ft., 17 ft., and 7 ft. In 1731 she was sold for £125.

The third "FERRET" was a 14-gun sloop of 255 tons, carrying a crew of 125 men, purchased in 1743. Her length, beam, and draught were 88 ft., 25 ft., and 7 ft.

In 1757 the "Ferret," commanded by Commander Arthur Upton, was in a squadron of five vessels, which escorted a fleet of ninety transports from New York to Halifax. The troops were destined for an attack on Cape Breton Island, which did not take place.

In September 1757 the "Ferret," commanded by Commander Arthur Upton, was in a squadron of 21 sail of the line and some frigates which sailed for Louisbourg with the intention of blockading the French. About 60 miles south of Louisbourg an awful hurricane sprang up. The fleet was scattered, two ships were lost, twelve were dismasted, and the remainder seriously damaged. The "Ferret" was lost. She foundered and all hands perished with the ship.

The fourth "FERRET" was a 28-gun sloop, launched on the Thames in 1760. She was of 300 tons, and carried a crew of 125 men. Her length, beam, and draught were 95 ft., 27 ft., and 10 ft.



After D. Serres, R.A. Engraved by P. C. Canot. Royal United Service Institution.

CAPTURE OF HAVANA.

On February 10th, 1762, the "Ferret" attacked a Spanish 24-gun ship, lying at anchor off the Island of Zacches. After an action lasting two hours the Spanish ship hauled down her colours and proved to be a valuable prize.

In 1762 the "Ferret," mounting 16 guns and commanded by Commander James Alms, was in the West Indies in a fleet consisting of 40 ships, frigates, sloops, and bombs, with nearly 10,000 troops, which arrived off Martinique on January 7th under Rear-Admiral Rodney. The attack began on January

16th by all ships bombarding the batteries of Fort Royal Bay. When these batteries were silenced, the troops were landed and marched the 6 miles to Fort Royal. The necessary guns were then dragged to the front by the men of the fleet, and on the 25th the batteries began to bombard. The citadel surrendered on February 5th, and by February 16th the whole island was in the possession of the British, who lost 500 killed and wounded in the process.

In 1762 the "Ferret," mounting 14 guns and commanded by Lieutenant Peter Clarke, was in an English squadron proceeding to Havana against the Spaniards, which consisted of 53 ships, besides storeships, hospital ships, and transports, with 15,000 troops. Admiral Sir George Pocock, with his flag in "Namur," and George, Earl of Albemarle, were the naval and military Commanders-in-Chief. On May 27th the fleet of 200 sail in all stood away for the Old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. Moro was bombarded, and although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured; 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. While on the passage to Havana some ships were despatched to search the harbour of Mariel, and on May 28th two Spanish ships of 24 and 18 guns were captured. The British lost 1790 killed and wounded. The division of the prize money caused some heartburning. It worked out as follows: admiral, £123,000; captain, £1600; petty officer, £17; seaman or marine, £4.

OUR NAVAL SEAMEN
ON BOARD THE "DIAMOND"
A.D. 1912

EXPECTING THE FLOTILLA



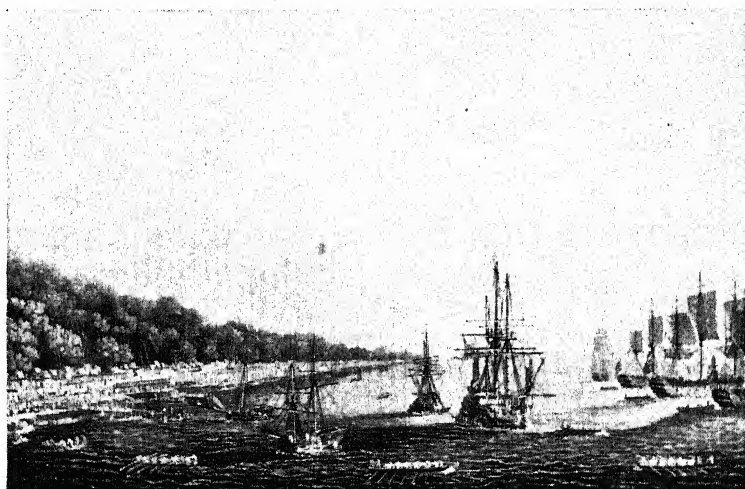
In 1776 the fourth "Ferret" foundered in the West Indies while commanded by Commander George Rodney, an officer who was the son of the Admiral who became Lord Rodney.

The fifth "FERRET" was a 6-gun cutter of 83 tons, launched at Chatham in 1763. Her length, beam, and draught were 50 ft., 20 ft., and 8 ft.

In June 1781 this "Ferret" was sold for £125.

The sixth "FERRET" was a galley employed for certain narrow water work in the war with the American colonies.

In 1778 the "Ferret," commanded by Lieutenant E. O'Bryen, took part in the war with the American colonies. On August 9th the "Ferret" put to sea from New York in a squadron consisting of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys, commanded by Vice-Admiral Lord Howe, with his flag in "Eagle." A French squadron approached under the command of Vice-Admiral Comte d'Estaing. On the 9th and 10th the two fleets manœuvred for position. On the 11th they did the same, and Lord Howe, shifting himself to a small ship, placed her between the two fleets for the purposes of observation. That night the sea was too rough for his lordship to return to his own ship, and a storm sprang up which threw the two fleets into confusion, scattering the ships, and causing numerous disasters. On the evening of the 13th two English and two French ships engaged with indecisive results, and one English and one French ship fought a small action on the 14th. The fleet assembled again at Sandy Hook on August 17th.



After D. Serres, R.A. Engraved by P. C. Canot. Royal United Service Institution.
THE HAVANA EXPEDITION.

The seventh "FERRET" was a 12-gun brig, launched at Sandwich in 1783. She was of 202 tons, and carried a crew of 75 men. Her length, beam, and draught were 79 ft., 25 ft., and 10 ft.

In 1801 the "Ferret" was sold.

The eighth "FERRET" was a 4-gun gunboat, purchased in 1794. She was of 66 tons, and her length, beam, and draught were 64 ft., 15 ft., and 6 ft.

In 1802 the "Ferret" was sold.

The ninth "FERRET" was a 6-gun schooner, fitted out at Jamaica in 1799 by the crew of the Port Guardship "Abergavenny."

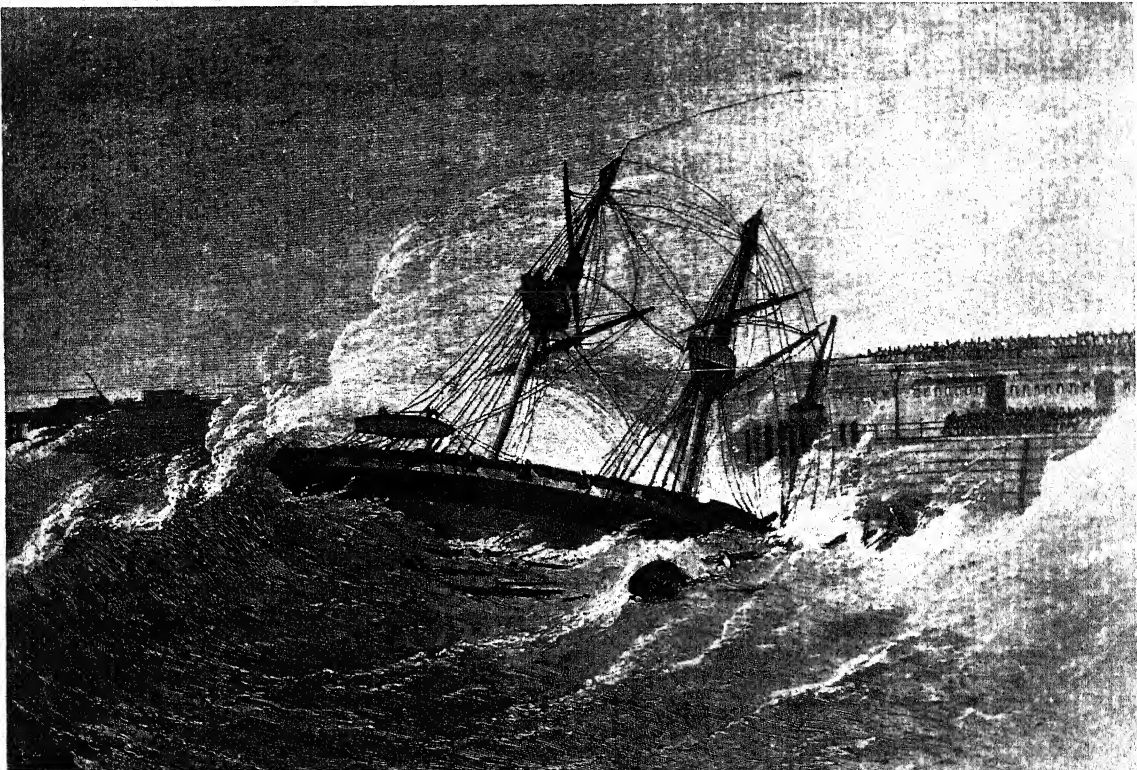
In August 1799 the "Ferret" was off San Domingo, commanded by Acting-Lieutenant Michael Fitton. Here a large shark was caught by the crew, and in its jaws was found a bundle of papers, which, on being produced in the Vice-Admiralty Court at Jamaica, led to the condemnation of the brig "Nancy" and her cargo. The "Nancy," a few days previously, had been taken for illicit trading by Lieutenant Whyllie, R.N., of the "Sparrow" cutter, who had sent her into Jamaica for trial. The brig had given false papers, and thrown the real documents overboard, but the latter had been restored to the British under the circumstances related above. The jaws of the shark are to be seen in the Royal United Service Institution, London, and the "Shark Papers" themselves are kept on view in the Institute of Jamaica.

On October 5th, 1799, the "Ferret," manned by 45 men and boys, and commanded by Acting Lieutenant Michael Fitton, attacked a large Spanish schooner of 14 guns, with a crew

of 100 men, off Jamaica. After an action, lasting half an hour, the Spaniards made off. The "Ferret" followed with the aid of her sweeps, and continued the fight for another half hour. But the Spaniards managed to escape with a loss of 11 killed and 20 wounded, while the "Ferret," though much damaged aloft, had no one hurt.

The tenth "FERRET" (or "Ferreter") was a 12-gun brig, launched on the River Thames in 1801. She was of 184 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 8 ft.

On March 31st, 1807, the "Ferreter," while commanded by Lieutenant Henry Weir, was captured, after a severe night action, by seven Dutch gunboats in the River Ems.



From a contemporary "Illustrated London News."

LOSS OF THE SIXTEENTH "FERRET."

The eleventh "FERRET" was an 18-gun sloop, apparently hired for service in the West Indies.

On August 23rd, 1803, the "Ferret," assisted by the "Lark," captured the French 8-gun schooner "Mosquito" on the Jamaica station.

The twelfth "FERRET" was an 18-gun brig sloop, launched at Dartmouth in 1806. She was of 387 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

On January 7th, 1813, the "Ferret," while commanded by Commander Francis Alexander Halliday, was wrecked and lost off Newbiggin Point, Northumberland, the crew being saved.

The thirteenth "FERRET" was a small vessel hired for service in 1809.

The fourteenth "FERRET" was the American 12-gun brig sloop "Rapid," captured in 1812. She was of 214 tons, and carried a crew of 60 men. Her length, beam, and draught were 84 ft., 25 ft., and 10 ft.

In 1820 the "Ferret" was sold.

The fifteenth "FERRET" was a 10-gun brig sloop, launched at Portsmouth in 1821. She was of 237 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

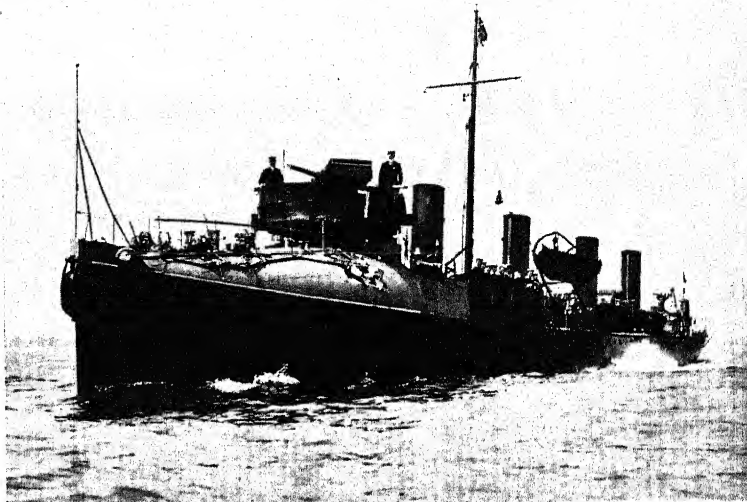
In 1837 she was sold for £600.

The sixteenth "FERRET" was an 8-gun brig, launched at Plymouth in 1840. She was of 358 tons, and carried a crew of 80 men. Her length, beam, and draught were 95 ft., 30 ft., and 11 ft.

On March 18th, 1853, the "Ferret" captured the large Spanish slaver "Restaurador" on the West African coast.

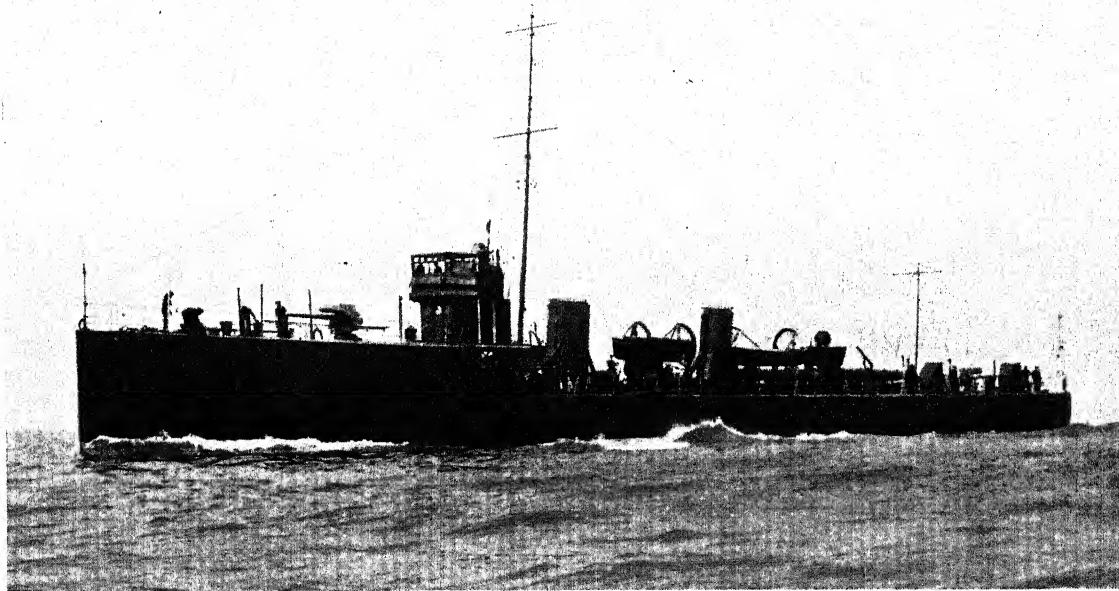
On March 29th, 1869, the "Ferret," while commanded by Lieutenant Hilary Carré, was wrecked and lost off Dover, but the crew were all saved.

The seventeenth "FERRET" was a twin-screw torpedo-boat destroyer, launched



From the photograph by Ernest Hopkins.

THE SEVENTEENTH "FERRET."



From the photograph by Ernest Hopkins.

THE EIGHTEENTH "FERRET."

at Birkenhead in 1893. She was of 325 tons, 4810 horse-power, and 27 knots speed. Her length, beam, and draught were 194 ft., 19 ft., and 5 ft.

On July 28th, 1909, the "Ferret" was used for some experiments in connection with a floating boom defence which she charged at high speed in Portsmouth harbour.

In December 1909 and January 1910 the "Ferret" was made the subject of some gunnery experiments at Shoeburyness, and in 1910 she was broken up at Chatham.

The eighteenth "FERRET" is a 2-gun turbine torpedo-boat destroyer launched at Messrs. Whites of Cowes in 1911. She is of 750 tons, 13,500 horse-power, and 27 knots speed. Her length, beam, and draught are 240 ft., 26 ft., and 9 ft.

FERVENT

The Wars of the French Revolution and Empire—Action in Basque Roads, 1809

FERVENT.—Hot; hot in temper; vehement; ardent; glowing; zealous.

The first "FERVENT" was a 12-gun brig, launched at Buckler's Hard in 1804. She was of 179 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 7 ft.

On March 17th, 1809, the "Fervent," commanded by Lieutenant John Edward Hare, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads under Admiral Lord Gambier, with his flag in "Caledonia," to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. His appointment caused a great deal of ill-feeling in the ships, as the officers senior to him in the fleet considered they had been passed over. Admiral Harvey went so far as to threaten to strike his flag and resign his commission. He was also very rude to Lord Gambier, and said that "had Lord Nelson been there, he would not have anchored in Basque Roads at all, but would have dashed at the enemy at once." His ill-humour brought him to trial by court-martial on the return of the fleet to England. On April 11th twelve fireships, supported by explosion vessels and escorted by men-of-war, made sail towards the harbour, and broke the boom under a heavy fire. The French fell into a great panic, cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier that if the fleet could be sent in the enemy would be completely destroyed. Lord Gambier did not comply with the request. The following signals were then made. "All the enemy's ships except two are onshore." "The enemy's ships can be destroyed." "Half the fleet can destroy the enemy." "The frigates alone can destroy the enemy." "The enemy is preparing to heave off." But Lord Gambier did not lead the fleet in to attack. The attack was renewed, and the two remaining French vessels ran ashore in endeavouring to escape. In spite of repeated signals, Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. The "Fervent" was inside the harbour assisting in the attack, which on the 13th raged for five hours. On the 14th Lord Cochrane was recalled by Lord Gambier and returned to England, where he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Upon this fact becoming known the Admiralty wrote to Lord Cochrane as follows:

May 29th, 1809.

MY LORD,—I am commanded by their Lordships to signify their directions that you state fully to me, for their information, the grounds on which your Lordship objects to the vote of thanks being moved to Lord Gambier, to the end that their Lordship's objections may be of a nature to justify the suspension of the intended motion in Parliament, or to call for any further information.—I am, etc.,

W. W. POLE.

Lord Cochrane interpreted this letter as an attempt to entrap him into the position of Lord Gambier's prosecutor, and he therefore wrote the following reply to the Secretary of the Admiralty:

PORTMAN SQUARE, May 30th, 1809.

SIR,—I have to request that you will submit to their Lordships that I shall, at all times, entertain a due sense of the honour they will confer by any directions they may be pleased to give me; that in pursuing

the object of these directions my exertions will invariably go hand in hand with my duty ; and that, to satisfy their Lordships' minds in the present instance, I beg leave to state that the log and signal log-books of the fleet in Basque Roads contain all particulars, and furnish premises whence accurate conclusions may be drawn ; that as these books are authentic public documents, and as I cannot myself refer to them, anything I could offer to their Lordships on the subject would be altogether superfluous, and would appear presumptuous interruptions to their Lordships' judgment, which will, doubtless, always found itself upon those grounds only that cannot be disputed.—I have, etc., etc.

COCHRANE.

THE HON. W. W. POLE, *Secretary to the Admiralty*.

"Whereupon," writes Lord Cochrane, "I told Lord Mulgrave that it was my duty to apprise him that in my capacity as one of the members for Westminster, I would oppose the motion, on the ground that the Commander-in-Chief had not only done nothing to merit a vote of thanks, but had neglected to destroy the French fleet in Aix Roads, when it was clearly in his power to do so."

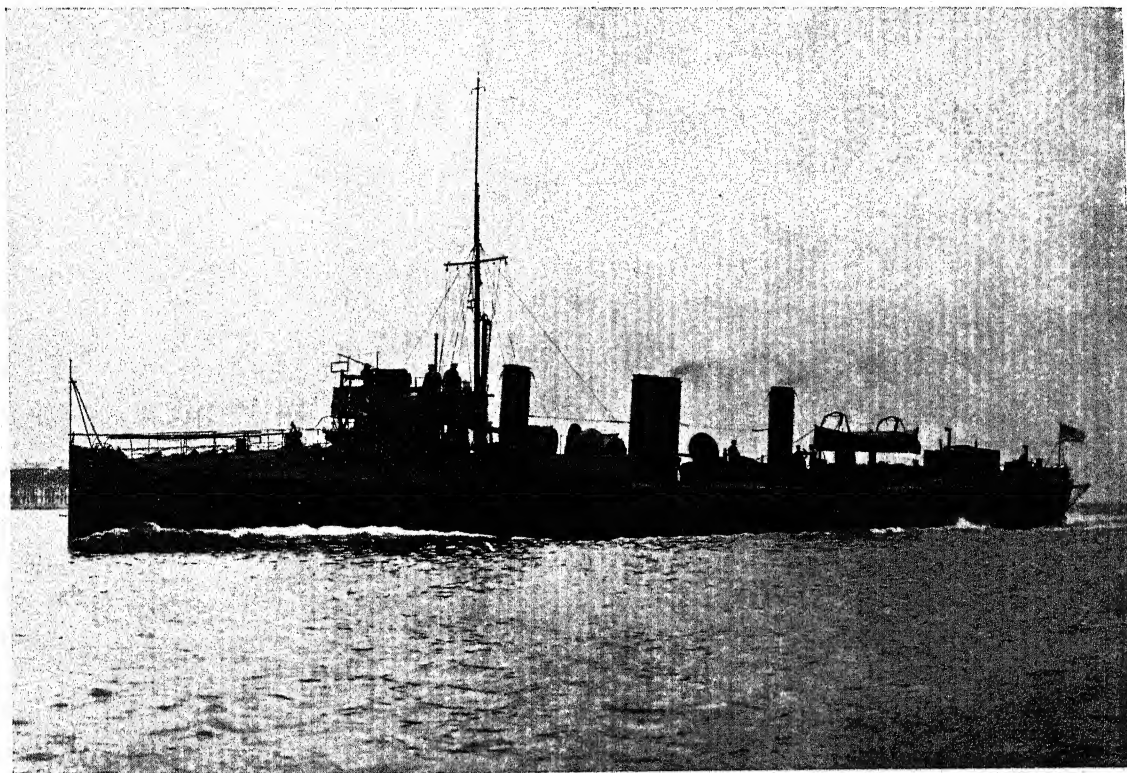
Lord Gambier was duly tried by court-martial, and was fortunate in securing an acquittal, and in eventually receiving the thanks of both Houses of Parliament. Napoleon said that the French Admiral was a fool, and the English Commander-in-Chief no better, also that Lord Cochrane had not been properly supported. Captain Lord Cochrane was made a K.B., and several officers were promoted. The British lost only 8 killed and 24 wounded.

This "Fervent" became a mooring lighter at Portsmouth in 1816.

The second "FERVENT" was a 2-gun screw gunboat, launched at Blackwall in 1856. She was of 234 tons, 200 horse-power, 8 knots speed, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 5 ft.

In 1879 the "Fervent" was broken up at Devonport.

The third "FERVENT" is a twin-screw torpedo-boat destroyer, launched at Paisley in 1895. She is of 310 tons, 3850 horse-power, and 27 knots speed. Her length, beam, and draught are 200 ft., 19 ft., and 8 ft.



From the photograph by Ernest Hopkins.

THE THIRD "FERVENT."

FIREQUEEN

The second Burmese War—The capture of Prome, 1852—The relief and recapture of Pegu, 1852

The first "FIREQUEEN" was an iron paddle yacht, purchased in 1847. She was of 313 tons, and 120 horse-power. Her length, beam, and draught were 164 ft., 20 ft., and 9 ft.

In 1883 the "Firequeen" was sold for £1100.

The second "FIREQUEEN" was an armed steamer belonging to the Indian Navy.

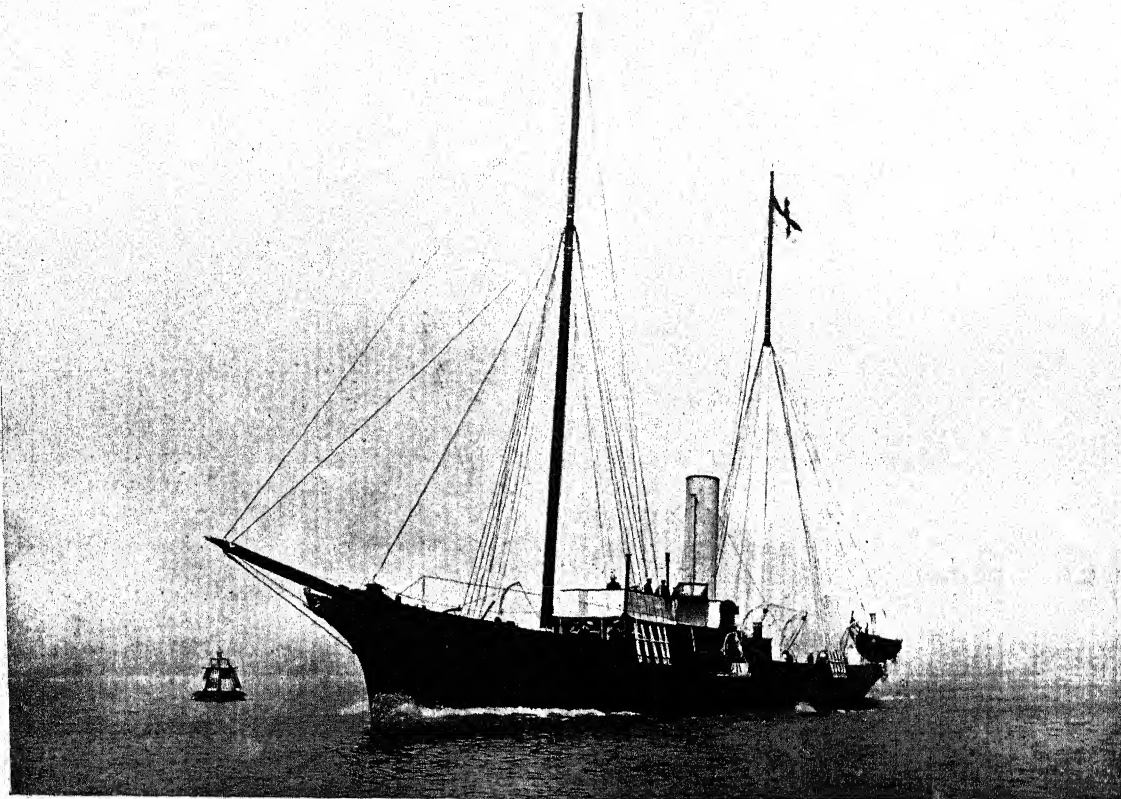
In 1852 she took part in the second Burmese War.

In October 1852 the "Firequeen" temporarily flew the broad pennant of Commodore George Lambert, R.N., and assisted in the attack upon, and capture of Prome.

In December 1852 the "Firequeen" assisted in the relief and recapture of the town of Pegu.

The third "FIREQUEEN" is a screw yacht, built at Leith in 1881 as the "Candace," and purchased in 1883. She is of 446 tons, 500 horse-power, and 11 knots speed. Her length, beam, and draught are 157 ft., 23 ft., and 11 ft.

For many years this vessel acted as the Commander-in-Chief's yacht at Portsmouth.



THE THIRD "FIREQUEEN."

From the photograph by Ernest Hopkins.

FISGARD

FISHGUARD. FISGUARD

The Wars of the French Revolution and Empire—

Captured French "Immortalité"	1798
Pellew's operations in Quiberon Bay	1800
Assisted to capture French "Dragon"	1800
Boat operations in Bourgneuf Bay	1800
Assisted to capture French "Nochette" and French "Thérèse"	1800

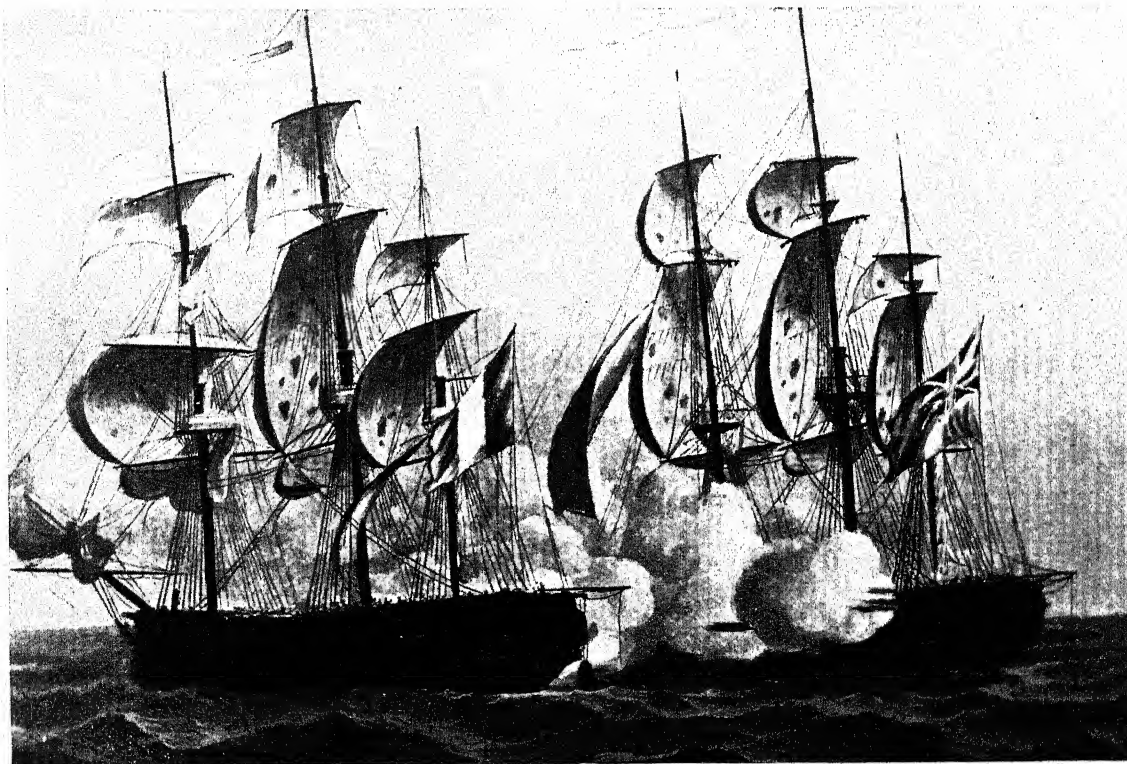
Captured Spanish "Vivo"	1800
Assisted to capture French "Vénus"	1800
Operations at Corunna	1801
Assisted to capture Spanish "Neptuno"	1801
The blockade of Toulon	1804
The capture of Curaçoa	1807
The Walcheren Expedition	1809



FISGARD or *FISHGUARD*.—A seaport in Pembrokeshire, South Wales, 14 miles north-west of Haverfordwest. Its harbour is one of the best in St. George's Channel. It has a valuable fishery, and a trade in oats, butter, and slates. The Great Western Railway Company has constructed an Ocean Quay, and runs lines of steamers from Fishguard to Rosslare, Waterford, etc., while many Atlantic liners use the place as a port of call.

The first "*FISGARD*" or "*FISHGUARD*" was a prize taken from the French in 1797. She was of 1182 tons, mounted 38 guns, and carried a crew of 280 men. Her length, beam, and draught were 160 ft., 41 ft., and 13 ft.

On February 22nd, 1797, four French vessels anchored in Fishguard Bay, Pembrokeshire. A nondescript force of 1500 criminals landed, dressed as soldiers. The instructions to



Painted by T. Whitcombe. Engraved by T. Sutherland.

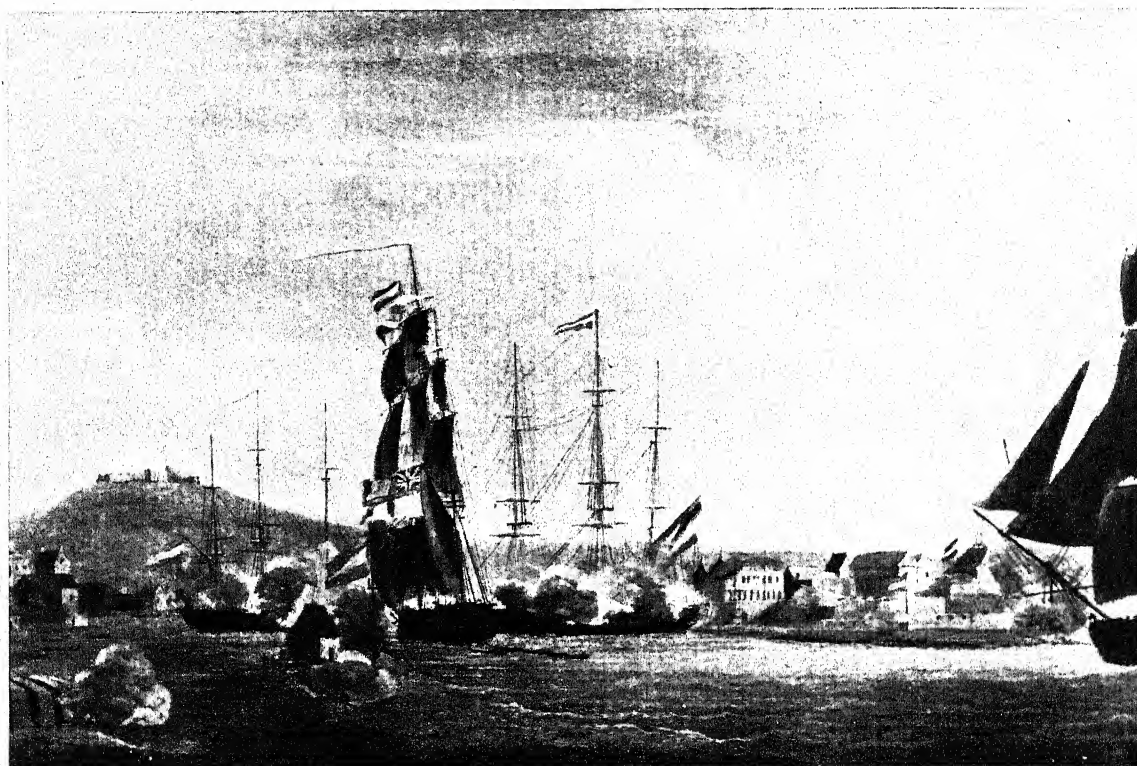
THE FIRST "*FISGARD*" CAPTURES "*IMMORTALITÉ*."

* A. Ackermann.

the French captains were to destroy Bristol and then attack Liverpool. They were met, attacked, and defeated by the Welsh yeomanry, etc., under the Earl Cawdor. The red-shawled Welsh market women accompanying the local forces were mistaken for troops by the French, who at once surrendered.

On March 9th two English frigates, "San Fiorenzo" and "Nymphe," met two of the French vessels off Brest returning from this expedition. The "Resistance," having lost her rudder, struck after twenty minutes' fight. She was added to the Navy as the "Fishguard," after the place where she had landed her ridiculous invading force.

On October 20th, 1798, the "Fishguard," commanded by Captain Thomas Byam Martin, fell in with, off Brest, the French 40-gun frigate "Immortalité," returning from a projected invasion of Ireland. After an hour's chase an action began at 12.30 P.M., and although after



Painted by T. Whitcombe. Engraved by J. Bailey.

CAPTURE OF CURAÇOA.

A. Ackermann.

twenty-five minutes' combat the "Fishguard" had to drop astern, being unmanageable, having had all her braces, bowlines, and most of her running rigging cut to pieces, and towards the conclusion being half full of water, she obliged the "Immortalité," after another action lasting close on two hours, to strike at about 3 P.M., after having reduced her to a sinking state. The "Immortalité" lost 115 killed and wounded. The "Fishguard's" loss was 10 killed and 26 wounded, and her first lieutenant, John Carden, was promoted to Commander for this service.

After landing the prisoners at Portsmouth, Captain Martin found an account of the action by a French lieutenant, which stated that the "Fishguard" had been very badly managed during the fight, and that she ought to have been captured. Captain Martin made no other comment than "that the proof of the pudding was in the eating!"

In 1800 the "Fishguard," commanded by Captain T. B. Martin, was in a fleet of 18 vessels, commanded by Captain Sir Edward Pellew, in "Impétueux." This fleet was directed to co-operate with the Insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th two forts were attacked and afterwards destroyed by a landing party. On the 6th a body of troops, acting with the manned and armed boats of the fleet, burned a French 18-gun sloop, carried off several small craft and about 100 prisoners, destroyed some guns, and blew up a magazine, only one British seaman being killed.

THE KING'S SHIPS

On May 5th, 1800, the "Fishguard," assisted by the "Cambian," captured the French 14-gun sloop "Dragon" in the English Channel.

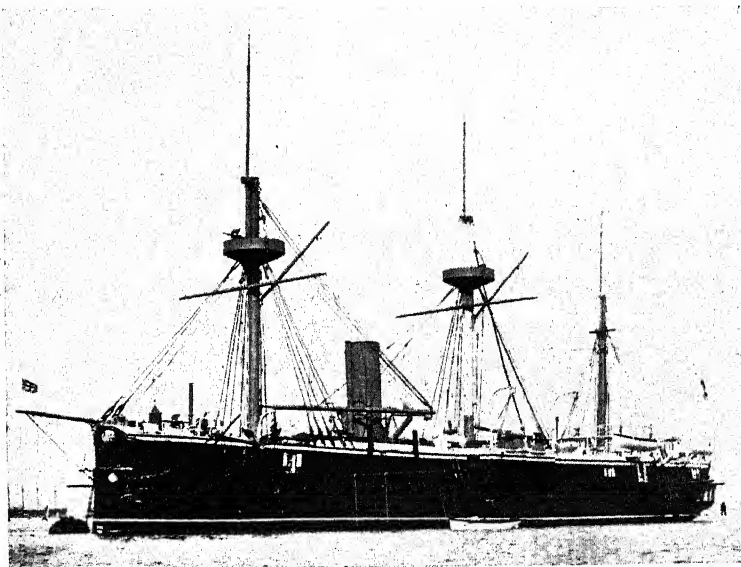
On July 2nd, 1800, the boats from the "Fishguard," assisted by those from the "Renown" and "Defence," captured and burned the French 20-gun sloop "Thérèse" in Bourgneuf Bay. A few days previously they had captured the "Nochette."

On September 30th, 1800, the "Fishguard," commanded by Captain T. B. Martin, captured the Spanish 14-gun sloop "Vivo" off the coast of Spain.

On October 22nd, 1800, the "Fishguard," assisted by the "Indefatigable," captured the French 28-gun frigate "Vénus" in the Atlantic off the coast of Portugal.

On August 20th, 1801, the boats from the "Fishguard," assisted by those of the "Diamond" and "Boadicea," captured the Spanish 20-gun vessel "Neptuno" and several merchant ships at Corunna.

The whole of this affair was planned and carried out most cleverly by Captain Martin. It was customary for the ships off Corunna to stand close in shore just before dark and tack out again for the night. The boats of the squadron came to the "Fishguard" at dusk, the other ships standing out to sea as usual. The "Fishguard" was then anchored at the back of the light-house with all lights out as a rendezvous, and all guns were loaded with blank. The seventeen boats, in tow of one another proceeded to the harbour and did not cast off until they were practically in position. The boats having fired a musket as a signal, the "Fishguard" fired broadside after broadside of blank charges! The enemy immediately beat their drums and proceeded in the direction of the noise. The boats were thus able to do their work unmolested, and not a man was injured on either side.



From the photograph by H. J. Symonds.

THE THIRD "FISGARD" (FORMERLY "AUDACIOUS").

In 1804 the "Fishguard" was engaged in the blockade of Toulon in the fleet commanded by Vice-Admiral Lord Nelson.

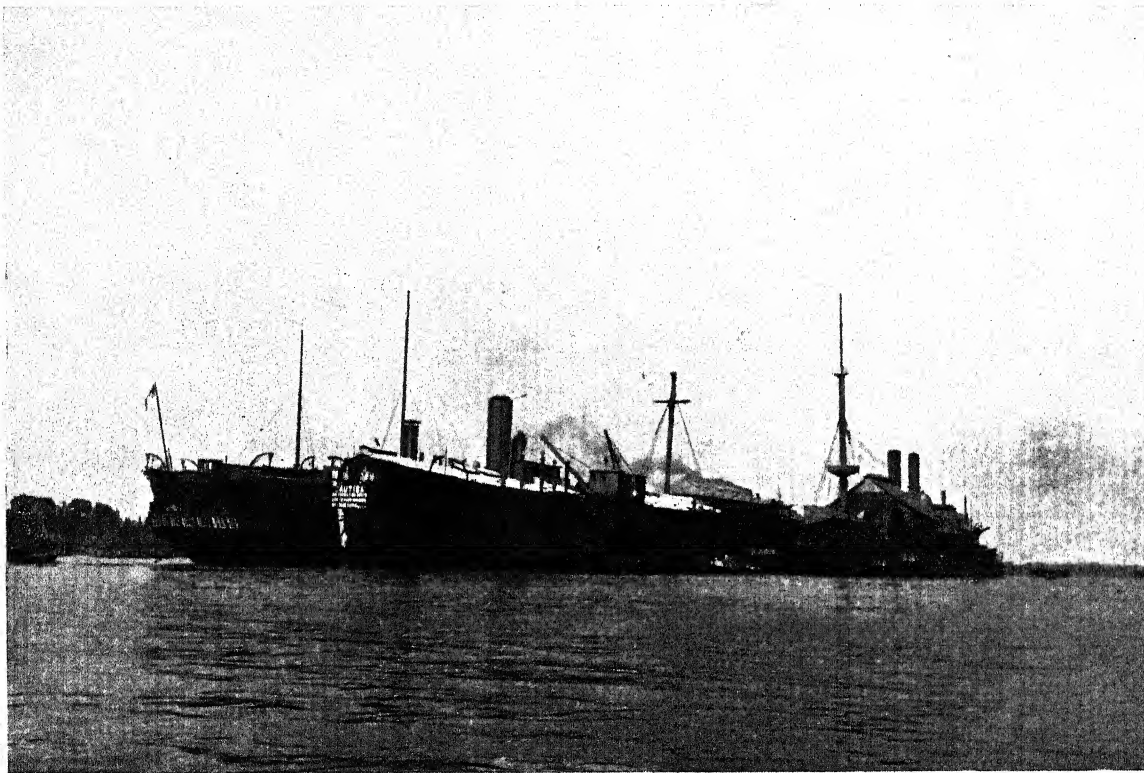
On December 23rd, 1807, the "Fishguard," commanded by Captain William Bolton, joined a British squadron of three ships at Aruba commanded by Captain Charles Brisbane in the "Arethusa." At 1 A.M. on January 1st, 1808, they sighted the Dutch Island of Curaçoa, and stood into the harbour of St. Anne at daybreak. The "Fishguard" grounded, but was got off again. With her jibboom over the town wall, the "Arethusa" summoned the town to surrender, but the Governor refused, and an action began at 6.15 A.M. Two Dutch ships were captured by 7 A.M., and by 10 A.M. Fort Republic, the citadel and the town, had surrendered. By noon the Dutch Island of Curaçoa was formally surrendered to the British. The Dutch lost 200 killed and wounded. The British lost only 3 killed and 14 wounded. Captain Brisbane and one other captain were knighted, a gold medal was struck and awarded, and several officers were promoted for this service.

On July 28th, 1809, there sailed from the Downs a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." The "Fishguard," commanded by Captain Sir William Bolton, went on in advance, and stationed small craft as marks upon dangerous shoals. Four hundred transports accompanied the expedition, carrying some 40,000 troops, under the Earl of Chatham. Many of the men-of-war

removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp, to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding and the landing of a Naval Brigade, in the capture of the Island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren, with its batteries, basins, and arsenals, had been reduced the British force withdrew.

In 1814 the "Fishguard" was sold.

The second "FISGARD," or "Fisguard," was a 42-gun frigate, launched at



From the photograph by H. J. Symonds.

THE THIRD "FISGARD" (ESTABLISHMENT).

Pembroke Dock in 1819. She was of 1063 tons, and carried a crew of 350 men. Her length, beam, and draught were 150 ft., 40 ft., and 14 ft.

The "Fisguard" became the flagship, first at Woolwich and then at Greenwich, and was broken up at Chatham in 1879.

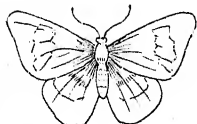
The third "FISGARD," or "Fishguard," was a twin-screw battleship, which was launched as the "Audacious" in 1869. She was of 6010 tons, 4830 horsepower, and 13 knots speed. Her length, beam, and draught were 280 ft., 54 ft., and 23 ft.

For some years this vessel has acted as a training-ship for boy artificers at Portsmouth, several old vessels, such as the "Sultan," "Hindustan," and "Invincible," being merged into the establishment from time to time.

On September 16th, 1914, the "Fisguard II." (ex-"Invincible"), while being towed in the Channel, foundered off Portland in a heavy gale, 21 lives were lost, out of the 64 men on board.

FLIRT

The second New Zealand War—The capture of Merimeri and Rangariri, 1863—Punitive Expedition in the River Niger, 1883.



FLIRT.—To throw or fling with a sudden jerk; to jeer or gibe; to act with giddiness or from a desire to attract notice; to play at courtship; a coquette; a pert.

The first "FLIRT" was a 14-gun brig, launched at Dover in 1782. She was of 209 tons, and carried a crew of 70 men. Her length, beam, and draught were 78 ft., 26 ft., and 10 ft.

This "Flirt" was sold in December 1795.

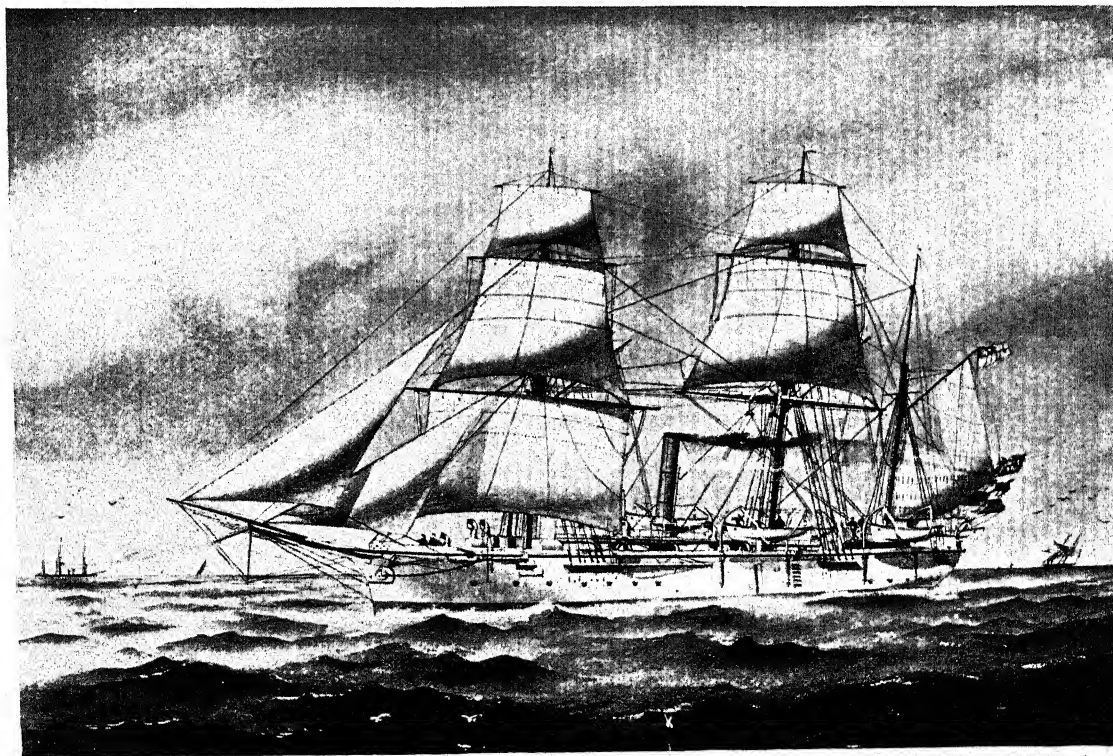
The second "FLIRT" was a small cutter hired and armed for service in 1795. She sometimes appears under the name of "Royalist."

The third "FLIRT" was a 2-gun screw gunboat of 60 horse-power, launched at Greenwich in 1856. She was of 213 tons, and carried a crew of 36 men. Her length, beam, and draught were 100 ft., 22 ft., and 4 ft.

In 1864 the "Flirt" was broken up.

The fourth "FLIRT" was a small New Zealand gunboat, dating from 1862.

She had originally been a cargo boat, but had been purchased and thinly armoured by the New Zealand government.



Drawn by Mackenzie Thompson.

THE FIFTH "FLIRT."

Vice-Admiral Robert F. Hammick.

THE KING'S SHIPS

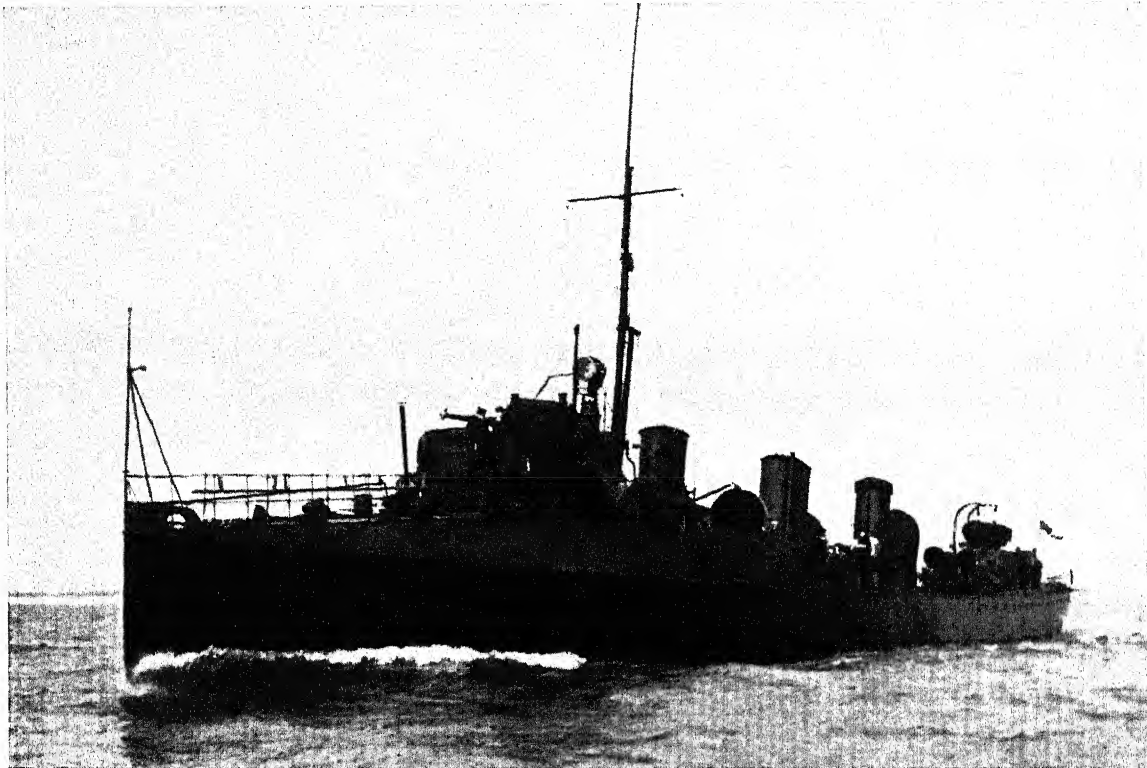
FLIRT

In 1863 the "Flirt" played a minor part in the second New Zealand War, and assisted in the attack and capture of Merimeri, and Rangariri.

The fifth "FLIRT" was a 4-gun twin-screw gunboat, launched at Devonport in 1867. She was of 584 tons, 520 horse-power, and 10 knots speed. Her length, beam, and draught were 155 ft., 25 ft., and 9 ft.

In 1883 the "Flirt," commanded by Commander Robert F. Hammick, was one of three ships which took part in some operations against the natives of the River Niger. The British were commanded by Captain Arthur Thomas Brooke of the "Opal," who temporarily flew his pennant in the "Alecto."

The chiefs were met, but the natives showed hostility, and the officers withdrew to their



THE SEVENTH "FLIRT."

From the photograph by Ernest Hopkins.

vessels. The natives opened fire on the ships, which retaliated with a general bombardment of the town of Igah. A Naval Brigade was then landed under Commander Hammick of the "Flirt," and completely destroyed Igah.

On October 26th the ships proceeded to Aboh, where a British subject had been ill-treated. The chief, having refused to attend a palaver, and expressed his willingness to fight, the British ships landed a small brigade. Four or five thousand natives assembled on the shore and attacked. After a smart action they were driven back with heavy loss, but not until 1 officer and 2 men had been killed or mortally wounded, and 1 lieutenant wounded.

In 1888 the "Flirt" was sold.

The sixth "FLIRT" was a small sailing cutter, for many years attached as a tender to the "Britannia," the training ship at Dartmouth. She will doubtless be remembered with affection by many Naval officers, as she was used for the instruction of Naval Cadets in boat-sailing.

The seventh "FLIRT" is a twin-screw torpedo-boat destroyer, launched at Jarrow in 1897. She is of 340 tons, 5700 horse-power, and 30 knots speed. Her length, beam, and draught are 215 ft., 21 ft., and 7 ft.

FLORA

LADY FLORA. FLORE

The War of American Independence—

Recaptured British "Fox" from Americans	1777
Operations in Narragansett Bay	1778
Captured French "Nymphe"	1780
Engagement with a Spanish squadron	1781
Captured Dutch "Castor"	1781
Recaptured British "Crescent" from Dutch	1781
Engagement with French "Friponne" and French "Gloire"	1781
The battle of Dominica	1782

The Wars of the French Revolution and Empire—

Captured French "Vipère"	1794
Warren's action with Desgarceaux off Guernsey	1794
Assisted to destroy French "Volontaire"	1794

Assisted to capture French "Alerte" and French

"Espion"	1794
The Occupation of Porto Ferrajo	1796
Captured French "Coreyre"	1798
Captured French "Mondovi"	1798
Boats in action with Danish ship	1799
Captured several privateers	1798-1800
Captured Spanish "Cortez"	1800
Lord Keith's expulsion of the French from Egypt	1801
Last Voyage of a gallant General	1801

The Zulu War—

Minor part	1879
The first Boer War—	
Majuba Hill	1881



FLORA.—The Roman goddess of flowers, plants, and gardens. She was worshipped among the Sabines, long before the foundation of Rome. Tatius raised a temple to her in that city. She married Zephyrus, and received from him the privileges of presiding over flowers, and of enjoying perpetual youth. She is usually represented as crowned with flowers, and holding in her hand the horn of plenty.

The first "FLORA" was a 32-gun frigate of 698 tons, captured from the French in 1761. She carried a crew of 220 men, and her length, beam, and draught were 132 ft., 35 ft., and 12 ft.

On January 8th, 1761, the "Unicorn," a 28-gun frigate, commanded by Captain Joseph Hunt, while cruising off the Penmarcks, fought a sharp action with, and captured the French 32-gun frigate "Vestale." The captains of both ships were mortally wounded. The "Vestale" was added to the British Navy as the "Flora."

In 1777 the "Flora," commanded by Captain John Brisbane, captured the American ship "Fox." The "Fox" was a British frigate of 28 guns, which had been captured only a few days previously. On July 8th the "Flora" ran the "Fox" to earth and a hot action followed. The "Flora" was throwing a broadside of 174 pounds, against the 114 pounds thrown by the "Fox." When the "Fox" struck the "Flora" had lost much of her running rigging, and had her foretopmast wounded.

In May 1778 a combined expedition covered by the "Flora" destroyed a number of American boats and ships high up in Narragansett Bay, and carried off several guns without any loss.

In 1778 the "Flora," with several other ships, while taking part in the war with the American colonies, was sunk off Rhode Island by Captain John Brisbane, the Senior Naval officer, to block the channel. The guns and ammunition taken from the "Flora" went to increase the defences, and her officers and crew served in the fortifications of Rhode and Goat Islands. Soon afterwards Lord Howe appeared, drove the French away, and raised the blockade of Narragansett Bay. The "Flora" was raised by the Americans, sold back to the French, who renamed her "Flore," and she is said to have been recaptured again by the British in 1798.

The second "FLORA" was a 36-gun frigate of 868 tons, launched at Deptford in 1780. She carried a crew of 240 men, and her length, beam, and draught were 137 ft., 38 ft., and 13 ft.

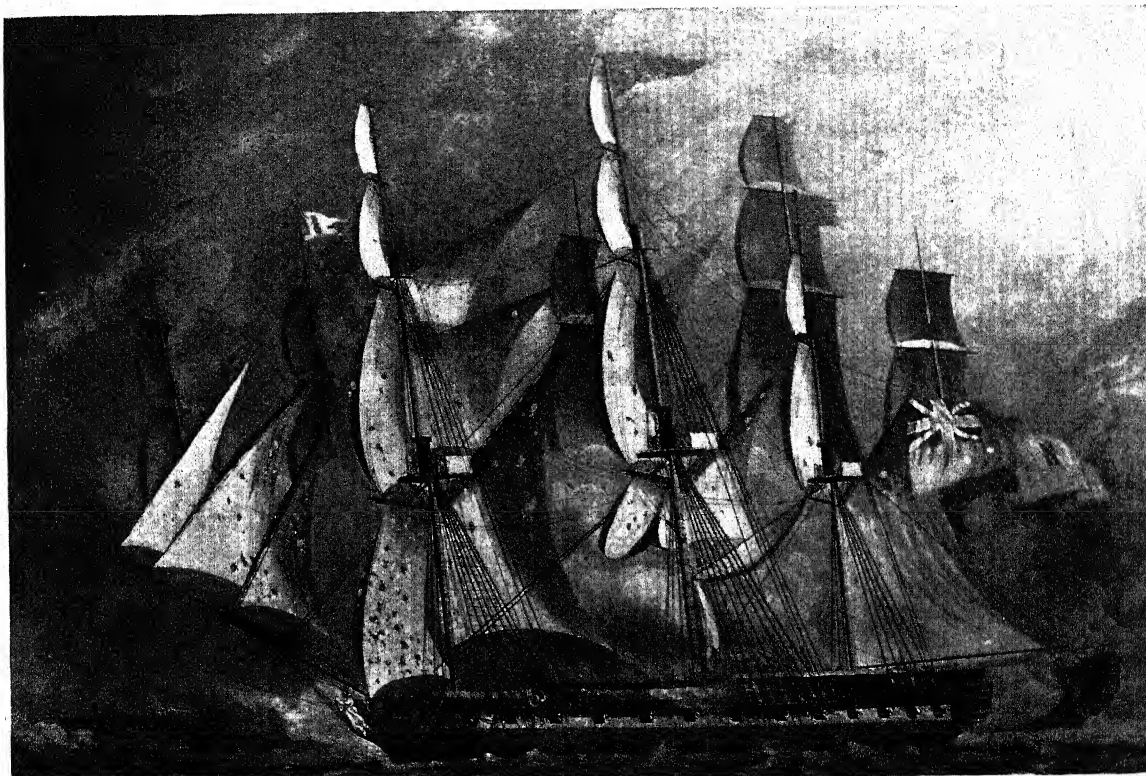
On August 11th, 1780, the "Flora," under the command of Captain A. P. Williams, fought a famous duel with the French "Nymphe," mounting 32 guns, commanded by Captain the

THE KING'S SHIPS

FLORA

Chevalier de Romain. The action began by the Frenchman firing his broadside at 5.15 P.M. at two cables length. For three-quarters of an hour the two ships fought yard-arm to yard-arm. The French then attempted to board the "Flora," but were repulsed with great loss. At 6.30 the "Flora's" men boarded the "Nymphe," cleared her decks, burned her colours, and captured the ship. The French lost 60 killed and 139 wounded. This loss included the captain and second-in-command killed, and the first lieutenant crushed to death between the two ships. The "Nymphe" caught fire twice and was saved only by the courage of her officers and men. The "Flora" lost 9 killed and 17 wounded.

On May 23rd, 1781, the "Flora," commanded by Captain A. P. Williams, in company with the "Crescent," was chased by a Spanish squadron when off the south-east coast of Spain, and escaped only after a sharp skirmish in which the "Flora" had a man killed, and another



After and engraved by R. Dodd.

THE SECOND "FLORA."

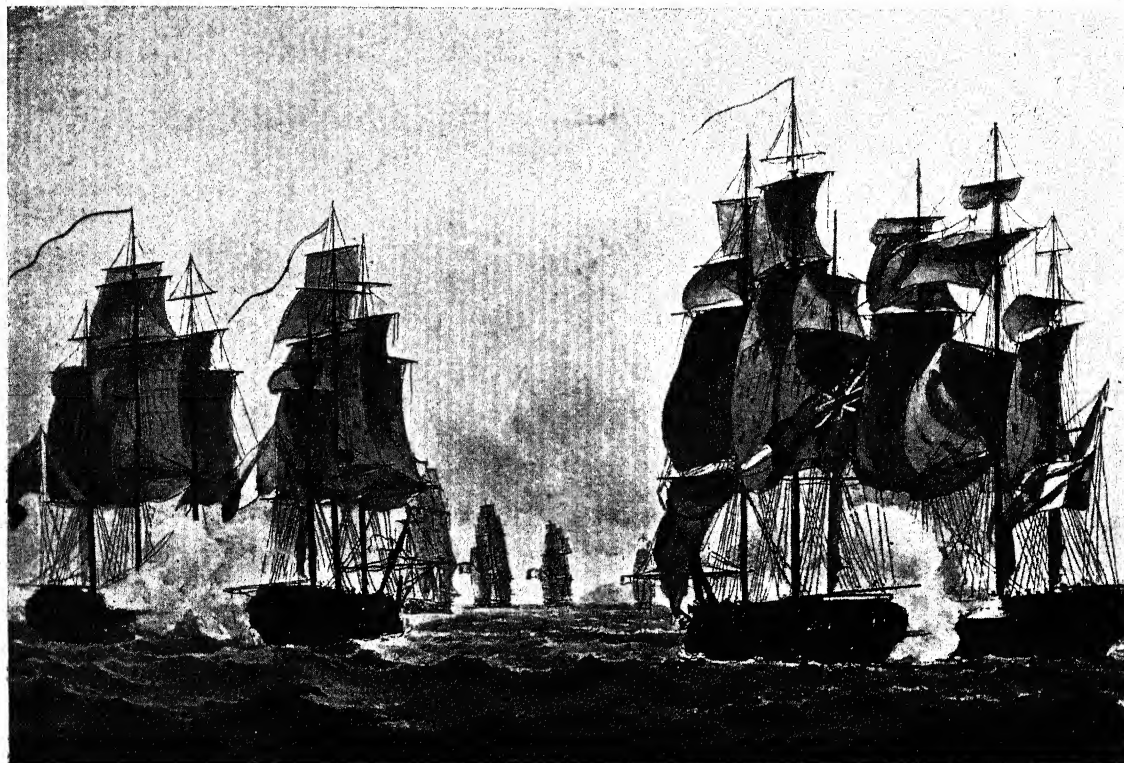
Alfred Davis.

badly injured, through loading a gun before it had been sponged out. On May 30th she met and engaged the Dutch 36-gun frigate "Castor." The "Flora" threw a broadside of 333 pounds against the Dutch 186 pounds. The Dutch "Castor" fought most gallantly for two hours and a quarter, when she hauled down her flag. The "Flora" lost 17 killed and 24 wounded. The "Castor" lost 33 killed and 30 wounded. The "Flora" then went to the rescue of the "Crescent" frigate which had been captured by the Dutch, and managed to retake her and prevent the Dutch from taking her into Cadiz.

On June 19th, 1781, while off Cape Finisterre, the "Flora" was chased by two French 32-gun frigates, "Friponne" and "Gloire," but managed to escape.

In 1782 the "Flora," commanded by Captain Samuel Marshall, was attached to a fleet of 36 ships of the line, under Admiral Sir George Rodney, who flew his flag in "Formidable." They met in the West Indies between Dominica and Guadeloupe a French squadron of 30 ships of the line commanded by Vice-Admiral Comte de Grasse with his flag in "Ville de Paris." The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place this day, one lasting an hour, and the other an hour and a half. The English received some injuries, and lay to that night for repairs. On the three following days the English fleet chased De Grasse. The two fleets met again on April 12th and the French

ships fired the first shot at 8 A.M. By 9 o'clock the action was general, and the English ships broke the French line in three different places. The action was brought to a conclusion by 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's failure to follow up the action by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety in friendly harbours. On April 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured four French ships, two of which were crippled and seeking a secure harbour.



Painted by T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

WARREN'S ACTION OFF CHANNEL ISLANDS.

Sir George Rodney was created a peer on account of this victory with £2000 a year settled on the title in perpetuity.

In 1794 the "Flora," commanded by Captain Sir J. B. Warren, captured the French 16-gun sloop "Vipère" on January 23rd in the English Channel.

On April 23rd, 1794, the "Flora," flying the broad pennant of Commodore Sir J. B. Warren, was at the head of a squadron of five ships, which, while cruising off the Channel Islands, sighted and engaged a French squadron of four ships under Commodore Desgarceaux. The "Flora" started the action at 6.30 A.M., but lost her maintopmast, had her rigging cut to pieces, and dropped behind. The action soon became general, the British chasing the fleeing French ships. By 1.45 P.M. three French ships had been captured. The British lost no ships and suffered 10 killed and 25 wounded, to which the "Flora" contributed 1 killed and 3 wounded. The French ships lost about 300 killed and wounded. The French ships captured were the "Babet," "Pomone," and "L'Engageante."

On August 23rd, 1794, the "Flora," commanded by Captain Sir John Warren, in company with five other ships discovered the French 36-gun frigate "Volontaire" off Brest, and compelled her to anchor off the Penmarcks. She was then vigorously attacked, and she cut her cables, drove ashore, and was lost. At the same time the French sloops "Alerte" and

"Espion" were driven ashore in Audierne Bay, and boarded by the boats of the squadron, and 52 prisoners were taken.

On July 10th, 1796, the "Flora," commanded by Captain Robert G. Middleton, was one of a squadron under Commodore Horatio Nelson, which took part in the occupation of Porto Ferrajo, when that place surrendered.

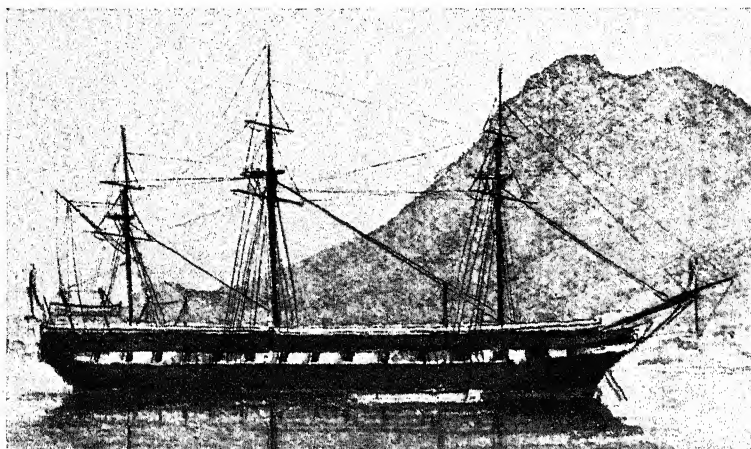
In April 1797 the "Flora" took Vice-Admiral Waldegrave to England, he having been appointed Governor of Newfoundland.

On May 2nd, 1798, the "Flora," commanded by Captain Robert Gambier Middleton, captured the French 12-gun brig "Corcyre" off Sardinia.

On May 13th, 1798, the "Flora" drove the French 18-gun brig "Mondovi" into Cerigo, where late in the night her boats boarded, captured, and carried off the enemy with a loss of only 1 killed and 8 wounded. The French had 1 killed, 5 drowned, and 8 dangerously wounded.

On December 24th, 1799, near Gibraltar, the Danish 40-gun ship "Havfru" opened fire on the boats of the "Flora" and one other ship, and forced them to abandon the search of the convoy under her escort.

From 1798 to 1800 the "Flora," Captain R. G. Middleton, was employed on the Lisbon



Captain Clayton Mitchell, R.N.

THE NINTH "FLORA."

station. During that period she captured the following privateers and merchantmen:

"Intrepide," 20 guns; "Adventure," 14 guns; "N.S. del Carmen," 2 guns; "Aurore," 8 guns; "Legere," 14 guns; "Rhuiter," 14 guns; "Corunesa," 16 guns; and "St. Antonio y Animas," 10 guns.

On June 22nd, 1800, the "Flora," commanded by Captain R. G. Middleton, captured the Spanish 4-gun cutter "Cortez" off Lisbon.

In 1801 the "Flora," commanded by Captain R. G. Middleton, was one of a combined British and Turkish

fleet of 52 sail in all, commanded by Admiral Lord Keith with his flag in "Foudroyant." Transports carrying 16,150 troops under General Sir Ralph Abercromby accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, and 1000 British seamen also were put on shore to assist the military. The beach was seized, and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels of the fleet manœuvred in Lake Aboukir, subsequently proceeding up the Nile and doing valuable service. In the subsequent operations the French capitulated and were expelled from Egypt, being conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were brought into the English Navy. The "Flora" subsequently brought the remains of Sir Ralph Abercromby to Malta, where they were interred in the north-east bastion of the fortifications of Valetta on April 29th; a black marble stone, laid horizontally, adorned with a Latin epitaph, marking the general's resting-place.

On January 19th, 1808, the "Flora," commanded by Captain Loftus Otway Bland, was wrecked and lost on the Dutch coast. The crew were all taken prisoners except nine men who were drowned.

The third "FLORA" was a 12-gun cutter, hired and armed for service in 1783.

The fourth "FLORA" was a 12-gun hired vessel of 202 tons taken up for service in 1793 and discharged in 1795.

The fifth "FLORA" was a hired vessel of 158 tons and a crew of 61 men taken up for service in 1794.

THE KING'S SHIPS

The sixth "FLORA" was an 148-ton hired cutter with a crew of 48 men taken up for service in 1800.

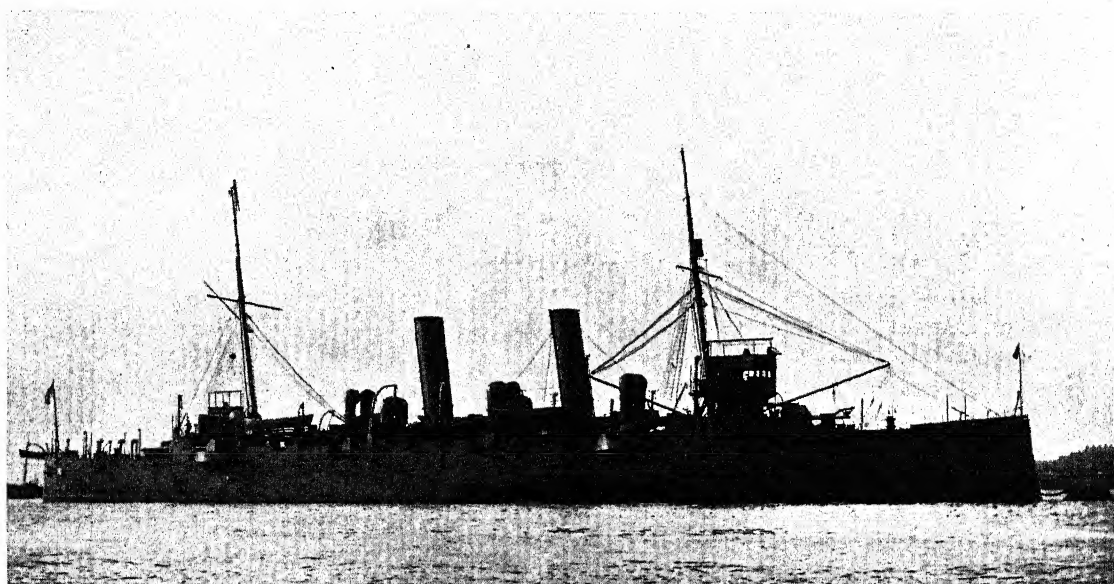
The seventh "FLORA" was a 14-gun brig, hired and armed for service.

On November 20th, 1800, the "Flora," while commanded by Commander Carpenter, was wrecked and lost under Mount Wise, Plymouth, one life being lost.

The eighth "FLORA," known as the "Lady Flora," was a 21-ton cutter, built by contract, and launched in 1835.

She was employed in the coastguard service, and was sold in 1866 for £77.

The ninth "FLORA" was a 36-gun frigate, launched at Plymouth in 1844. She was of 1634 tons, and carried a crew of 360 men. Her length, beam, and draught were 160 ft., 49 ft., and 17 ft.



THE TWELFTH "FLORA."

From the photograph by Ernest Hopkins.

In 1879, while acting as guardship at Simons Bay, the "Flora" contributed two officers, but no men, to join the Naval Brigade which took part in the Zulu War and first Boer War. Surgeon Mahon greatly distinguished himself by his courage and devotion to the wounded in the disaster at Majuba Hill.

From 1874 to 1889 this vessel acted as a receiving ship, and in 1890-1891 she acted as a storeship, being sold in 1891.

The tenth "FLORA" was a small coastguard cruiser of 40 tons, which had been launched in 1863, and taken over by the Navy in 1869 on the abolition of the Coastguard Department. In 1885 she was sold.

The eleventh "FLORA" was a 60-ton coastguard cruiser, launched as the "King George" in 1863. This vessel also was taken over from the Coastguard Department in 1869, and renamed "Flora" in 1885.

In 1885 she was renamed "Flora," and on November 12th, 1901, she was wrecked and lost at Kingstown, the wreck being sold in the following month.

The twelfth "FLORA" is a 10-gun twin-screw cruiser, launched at Pembroke in 1893. She is of 4360 tons, 9000 horse-power, and 19.5 knots speed. Her length, beam, and draught are 320 ft., 49 ft., and 19 ft.

FLYING FISH

POISSON VOLANT. FLYVENDEFISKE. VLIEGENDE VISCH

The Wars of the French Revolution and Empire—

Capture of various towns in San Domingo . . . 1793

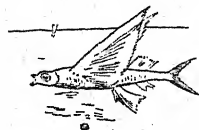
Assisted to capture Spanish felucca . . . 1806

Operations in Gulf of Matamano . . . 1806

The tour of H.R.H. the Prince of Wales . . . 1860

The suppression of West African slavery . . . 1862

The suppression of East African slavery . . . 1874-7



FLYING FISH.—Flying fish are of two different kinds. One belongs to the Gurnard family, and is more properly called the Flying Gurnard; the other has been called the Flying Herring, though more nearly allied to the gar-pike than to the herring. Some other fishes with long pectoral fins have been incorrectly stated to be able to fly. Flying fish are found in the tropical and sub-tropical seas only, and it is a singular fact that the geographical distribution of the two kinds is nearly identical. The most reliable authorities agree that the fishes do not leave the water for the purpose of catching insects, but to avoid their enemies, or when frightened by a ship, and that they are unable to move their fins in the manner of a bat or bird, or voluntarily to change the direction of their flight, or to fly beyond a very limited distance. It sometimes happens, however, that a fish during flight immerses its caudal fin in the water, and by a stroke of the tail turns towards the right or left. The fins are kept quietly distended without any motion except an occasional vibration caused by the air whenever the surface of the wing is parallel with the current of wind. In the daytime flying fish avoid a ship, but at night, when unable to see, they sometimes collide with a vessel.

The first "FLYING FISH" was a 14-gun cutter, bought in 1778. She was of 190 tons, and carried a crew of 60 men. Her length, beam, and draught were 75 ft., 26 ft., and 10 ft.

In the winter of 1782, while commanded by Lieutenant Charles Craven, the "Flying Fish" was wrecked and lost near Calais.

The second "FLYING FISH" was a 6-gun schooner, captured by the "Providence" from the French as "L'Esperanza" in 1793. She was of 80 tons, and carried a crew of 30 men. Her length, beam, and draught were 63 ft., 17 ft., and 6 ft.

In 1793 the "Flying Fish" was on the Jamaica station. Encouraged by the overtures of the French Royalists at San Domingo, the "Flying Fish" accompanied Commodore John Ford in a squadron of three ships, with his broad pennant in "Europa," and some troops to attempt to take Jérémie and St. Nicholas Mole in San Domingo. The British were welcomed with joy, and on September 19th Jérémie was taken possession of in the name of the French crown. On September 21st the Commodore was off St. Nicholas Mole, which was expecting an assault from a body of blacks and mulattoes. By skilful tactics and diplomacy he secured the capitulation without bloodshed, and on the following day was to be seen the extraordinary spectacle of a French port mounting 100 heavy guns in the quiet possession of the British. Later in the year the Commodore secured the surrender of other towns in the same Island of San Domingo, notably that of Léogane.

In June 1795 the "Flying Fish," commanded by Lieutenant George Seaton, was captured in the West Indies by two French privateers.

The third "FLYING FISH" was a 12-gun French schooner privateer carrying a crew of 80 men, captured on January 13th, 1797, as the "Poisson Volant" by the "Magicienne" in the West Indies near San Domingo.

The fourth "FLYING FISH" was a 6-gun French privateer schooner carrying a crew of 50 men, taken as the "Poisson Volant" on February 15th, 1797, by the "Magicienne" in the West Indies.

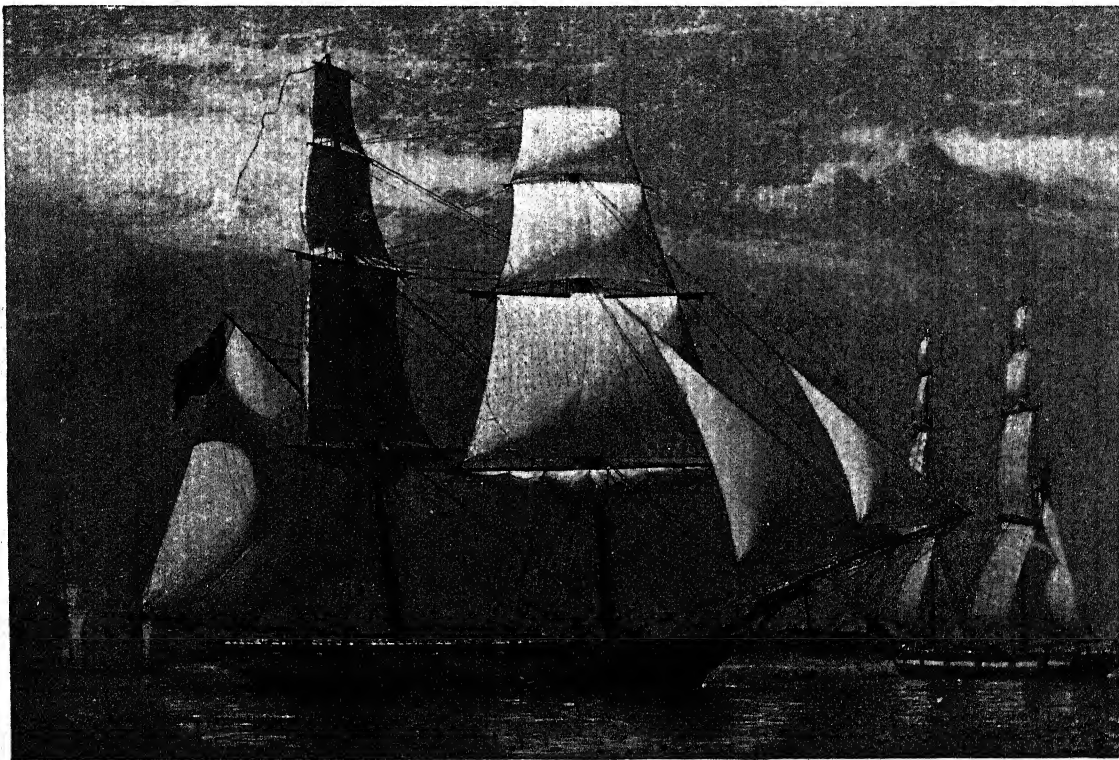
The fifth "FLYING FISH" was a 12-gun schooner captured from the French. She was of 150 tons, and carried a crew of 40 men. Her length, beam, and draught were 79 ft., 22 ft., and 7 ft.

She was taken as the "Poisson Volant" off San Domingo on June 30th, 1803, by the boats of the squadron, commanded by Captain Henry William Bayntun.

On August 30th, 1806, the "Flying Fish," commanded by Lieutenant James Glassford Gooding, was one of a squadron of four vessels under Commander George Le Geyt which captured a Spanish 14-gun felucca off Trinidad.

The "Flying Fish" and two other vessels then entered the Gulf of Matamano, and on September 2nd landed 64 officers and men. They advanced the 22 miles to Batabano through bush and marshes; and though opposed by a considerable force of Spanish soldiers and militia, captured the fort, and carried off or destroyed eleven French and Spanish vessels with a loss of only one man wounded.

On December 15th, 1808, the "Flying Fish," while commanded by Lieutenant J. G. Gooding, was wrecked and lost off San Domingo.



Lithographed by H. J. Vernon.

THE ELEVENTH "FLYING FISH."

T. H. Parker, Brothers.

The sixth "FLYING FISH" was a 4-gun schooner, launched at Bermuda in 1804. She was of 70 tons, and carried a crew of 20 men. Her length, beam, and draught were 55 ft., 18 ft., and 5 ft.

She was eventually captured by some prisoners confined on board.

The seventh "FLYING FISH" was surrendered by the Danes as a 14-gun brig in 1807. She had been built at Copenhagen in 1788, and was of 213 tons. Her length, beam, and draught were 77 feet, 26 feet, and 10 feet.

In the Danish service she had been known as the "Flyvendefiske."

This vessel's name was changed to "Venture" and she was sold in 1811.

The eighth "FLYING FISH" was a Dutch armed schooner.

As the "Vliegende Visch" she was taken on January 1st, 1808, at the capture of the Dutch Island of Curaçoa.

THE KING'S SHIPS

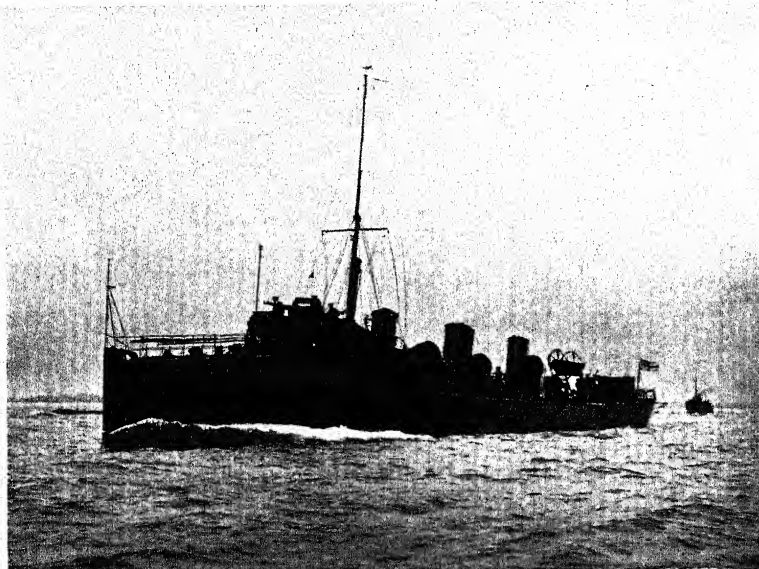
FLYING FISH

The ninth "FLYING FISH" was a small schooner hired and armed for service in 1814.

The tenth "FLYING FISH" was a 78-ton schooner, purchased in 1817. Her length, beam, and draught were 62 ft., 17 ft., and 8 ft.

In 1821 the "Flying Fish" was sold.

The eleventh "FLYING FISH" was a 12-gun brig, launched at Pembroke in 1844. She was of 445 tons, and carried a crew of 110 men. Her length, beam, and draught were 103 ft., 32 ft., and 14 ft.



From the photograph by Ernest Hopkins.

THE FOURTEENTH "FLYING FISH."

In 1852 the "Flying Fish" was broken up.

The twelfth "FLYING FISH" was a 6-gun screw despatch vessel, launched at Pembroke in 1855. She was of 868 tons, 350 horse-power, and carried a crew of 65 men. Her length, beam, and draught were 200 ft., 30 ft., and 7 ft.

In 1860 the "Flying Fish," commanded by Commander Charles Webley Hope, formed one of the escort to H.M.S. "Hero," which vessel carried His

Royal Highness the Prince of Wales on his memorable visit to Canada and the United States of America.

In 1862 the "Flying Fish," commanded by Commander Warren H. Anderson, was actively engaged in the suppression of the slave trade on the west coast of Africa.

In 1864 the "Flying Fish" was broken up.

The thirteenth "FLYING FISH" was a 4-gun screw sloop, launched at Chatham in 1873. She was of 940 tons, 840 horse-power, and 11 knots speed. Her length, beam, and draught were 160 ft., 31 ft., and 14 ft.

In 1874-1877 the "Flying Fish," commanded by Commander Herbert F. Crohan, was actively engaged in the suppression of the slave trade on the east coast of Africa.

In 1888 the "Flying Fish" was sold.

The fourteenth "FLYING FISH" is a twin-screw torpedo-boat destroyer, launched at Jarrow in 1897. She is of 380 tons, 6200 horse-power, and 30 knots speed. Her length, beam, and draught are 215 ft., 21 ft., and 7 ft.

FOAM

Punitive expedition in River Congo, 1875.

FOAM.—The collection of bubbles formed on the surface of liquors by fermentation, or on the sea by violent agitation.

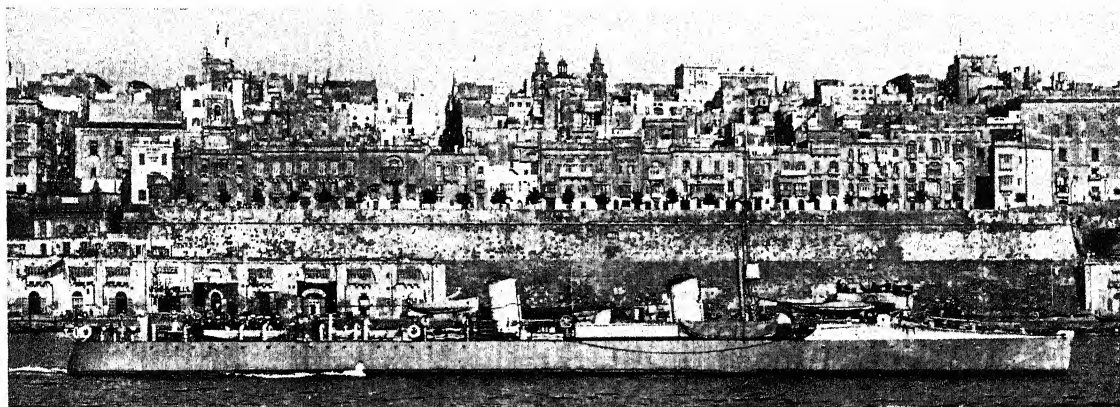
The first "FOAM" was a 2-gun screw gunboat, launched at Northam in 1856. She was of 234 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

This vessel was completed too late for the Russian War.

In 1867 the "Foam" was sold.

The second "FOAM" was a 4-gun screw gunboat, launched at Pembroke in 1871. She was of 408 tons, 360 horse-power, and 10 knots speed. Her length, beam, and draught were 125 ft., 23 ft., and 10 ft.

In 1875 the "Foam," commanded by Lieutenant Henry Chapman Walker, was one of seven ships which co-operated in a punitive expedition up the River Congo under Commodore Sir William Hewett with his broad pennant in "Active." It was undertaken on account of the looting of the British trading schooner "Geraldine" and the murder of four of her crew. On



THE FOURTH "FOAM."

From the photograph by Richard Ellis.

September 2nd the "Foam" and other gunboats, and the boats from the larger vessels, bombarded several villages on the northern bank. All the villages as far as Mebilla Creek were destroyed. Several other villages were attacked and burned, and severe punishment was inflicted in Luculla Creek and other places. The labours of the expedition were most arduous, some of the creeks being overgrown with luxuriant vegetation, which had to be cut away to admit of an advance, and the country being difficult to a degree. The total loss suffered was but 1 killed and 6 wounded.

In 1887 the "Foam" was sold.

The third "FOAM" was a small sailing cutter, for many years attached as a tender to the "Britannia," the training ship at Dartmouth. She will doubtless be remembered with affection by many Naval officers, as she was used for the instruction of Naval Cadets in boat-sailing.

The fourth "FOAM" is a twin-screw torpedo-boat destroyer, launched at Thornycroft's Yard in 1896. She is of 340 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 19 ft., and 7 ft.

In 1914 the "Foam" was sold for £1950.

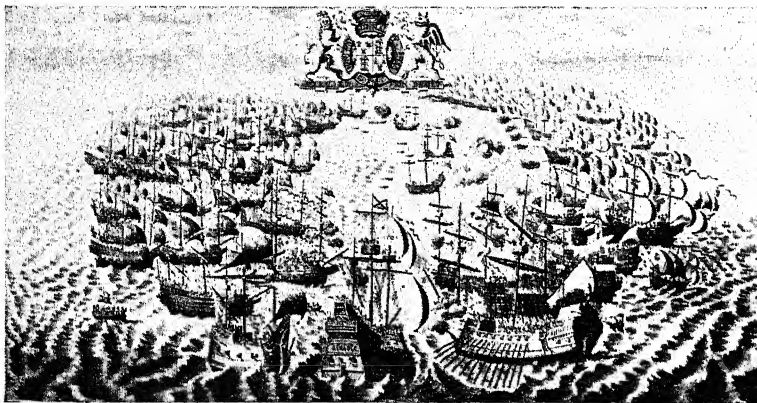
FORESIGHT

The Campaign of the Spanish Armada—	
The battles off Plymouth, Portland, and the Isle of Wight	1588
The battles off Calais and Gravelines	1588
Chase of Spaniards up eastern English coast	1588
The Elizabethan War with Spain—	
The capture of Corunna	1589
The burning of Vigo	1589
Action with Spanish fleet off the Azores	1591
Captured Spanish "Madre-de-Dios"	1592
The attack on San Juan de la Puerto	1595
Action with Spanish fleet off Cuba	1596
The capture of Fayal and Villa Franca	1597
Rapid mobilisation	1599

The second English Civil War—	
The search for the Royalist squadron	1650
The first Dutch War—	
The battle off the North Foreland	1653
Monck's actions off the Dutch coast	1653
Blake's bombardment at Porto Farina	1654
The second Dutch War—	
The battle off Lowestoft	1665
The St. James's Fight	1666
Early sheathing	1670
The War of the English Succession—	
Action with French fleet off the Scillies	1688
Operations in English Channel	1694

FORESIGHT.—Prescience ; foreknowledge ; provident care of futurity ; prudence.

The first "FORESIGHT" was acquired for the Royal Navy during the reign of Elizabeth. She was built in 1570, and was of 300 tons. Her length, beam, and draught were 78 ft., 27 ft., and 14 ft. She carried



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

BATTLE OFF ISLE OF WIGHT.

114 mariners, 16 gunners, 30 soldiers, making a total of 160. Her armament was made up of the following heavy guns : 14 demi-culverins, 8 sakers, 3 minions, 3 falcons—28 ; and of the following light guns : 3 fowlers, 6 fowler chambers—9 ; total, 37 guns.

The "Foresight" in 1588 was commanded by Captain Christopher Baker, with

James Andrew as boatswain, and took part in the campaign of the Spanish Armada. She was present in the fights against the Spaniards off Plymouth, Portland, the Isle of Wight, Calais, and Gravelines, which latter was the decisive battle of the campaign. She accompanied Lord Howard of Effingham, the Lord High Admiral, in his chase of the Spanish ships up the east coast ; and when the chase was given up for want of victuals and other causes, she stood into Harwich and anchored on August 8th, 1588.

In April 1589 the "Foresight," commanded by Captain William Wynter, Junior, formed one of the fleet commanded jointly by Sir John Norreys and Sir Francis Drake (flag in "Revenge"). They captured Corunna, but the men got drunk with wine from Spanish cellars. The Spaniards burned their own ships in the harbour, after having overloaded their guns, so that they either burst or did damage to the invaders. The fleet on the way home drove off 20 Spanish galleys and attacked and burned Vigo. But the expedition was ill-equipped, suffered much from sickness, and soon returned to England.

In 1591 the "Foresight," commanded by Captain Thomas Vavasour, formed part of the squadron under Lord Thomas Howard (flag in "Defiance") and Sir Richard Grenville (flag in "Revenge"). They sailed to capture the Spanish treasure ships in the Azores, and took part in the great fight against the Spanish fleet off the Azores when the "Revenge" was fought and lost by Sir Richard Grenville, after a most gallant resistance against enormous odds. No one could help the "Revenge," owing to fighting elsewhere, but the "Foresight" was the only ship which made a serious attempt to reach her. It failed owing to want of wind.

In 1592 the "Foresight," commanded by Captain Robert Crosse, acted under Sir Walter Raleigh (flag in "Garland") with 13 armed merchant vessels. They took part in an expedition against the Spaniards which Raleigh organised with a view to being reinstated in Elizabeth's favour. The expedition sailed on May 1st, 1592, but by the Queen's command Sir Martin Frobisher relieved Sir Walter Raleigh. In August the ships were attacked by Spanish carracks, and the ship bearing Sir John Burgh, who commanded the soldiery, was reduced to a sinking condition, and might have been taken had not Captain Crosse in the "Foresight" most gallantly placed himself athwart the threatened vessel's stern, and courageously bore the brunt of the attack for three hours. The carracks then withdrew, but the "Foresight" caught the last and carried her by boarding. She was a seven-decked ship of 1600 tons named the "Madrede-Dios," and was 165 feet long, and had a crew of 600, and a cargo valued at £150,000. Queen Elizabeth confiscated the profits of the venture, and much discontent was caused.

In 1595 the "Foresight," commanded by Captain William Wynter, was one of a squadron of six ships under Sir Francis Drake (flag in "Defiance") and Sir John Hawkyms (flag in "Garland"). They left Plymouth on August 28th, and attacked San Juan de la Puerto, but were repulsed, and Sir John Hawkyms died of disease. The Spaniards having captured a small ship (the "Francis"), tortured the captain and forced him to disclose information, and were thus quite ready for the English. On January 28th, 1596, Sir Francis Drake died and was buried at sea. The squadron returned home under Sir Thomas Baskerville, who commanded the soldiery, and Captain Trough-ton of the "Bonaventure." They fought an action off Isla de Pinhos, near Cuba, on the way home, with 20 sail of Spaniards, and drove them off, very badly mauled, after two hours' fighting. The squadron arrived in England in May 1596 full of sorrow at the loss of its leaders.



Engraved by C. Visscher.

BATTLE OFF NORTH FORELAND.

British Museum.

In 1597 the "Foresight," commanded by Captain Carew

Reynell, took part in the expedition to the Azores called the Voyage to the Islands. The Earl of Essex commanded, and flew his flag in "Mere Honour." Lord Thomas Howard was Vice-Admiral with his flag in "Repulse." The fleet co-operated with the Dutch and finally left Plymouth on August 17th, whither they had been driven back by stress of weather after their first departure. They captured Fayal in the Azores, took three prizes, and captured Villa Franca. They then returned to England, being dispersed by a storm on the way.

In 1599 the "Foresight," commanded by Sir Thomas Shirley, was one of a squadron rapidly mobilised as a reply to the concentration of Spanish ships. The Spanish mobilisation was against the Netherlands and not against England, and after lying in the Downs for a month the ships returned peaceably to their ports.

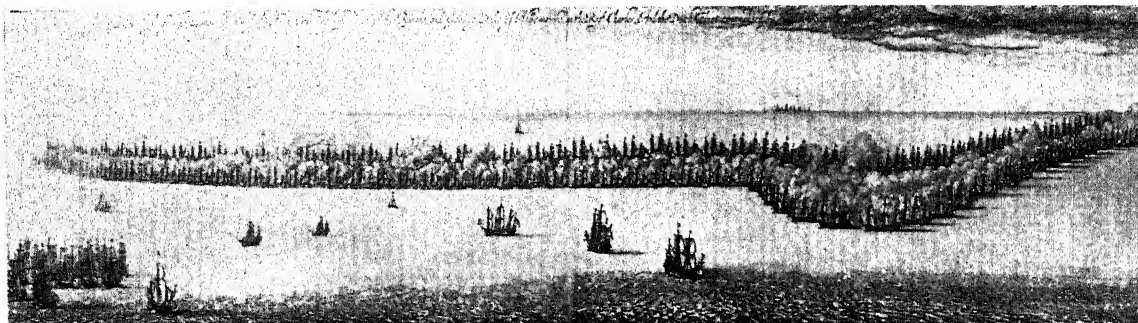
In 1604 the first "Foresight" was condemned and broken up.

The second "FORESIGHT" was a 40-gun ship of 524 tons, launched at Deptford in 1650. She carried a crew of 180 men, and her length, beam, and draught were 121 ft., 32 ft., and 15 ft.

In 1650 the "Foresight" was one of a squadron of five ships, formed out of the winter guard, under Admiral Sir William Penn. They were intended to act in continuation of General Robert Blake's policy against Prince Rupert, who was commanding the Royalist ships which had seceded from Parliament. This squadron went to the Azores and to the Mediterranean, but the Tunisians and Algerines treated them with great incivility, refusing even to sell them provisions. They captured some of the French trade, returning to England with 36 ships. The

"Foresight's" foretopmast "was split from head to heel with a clap of thunder" during the passage.

In 1653 the "Foresight," commanded by Captain Richard Stayner, took part in the fighting against the Dutch known as the battle of Portland. The Dutch fleet, which was escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp, and consisted of about 85 sail. The English under "Admiral and General" Robert Blake with his flag in "Triumph" were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society have issued a list of the ships supposed to have been engaged. The first action took place on February 18th when Tromp fell upon an inferior number of ships under Blake, a large number of English ships being too far to leeward to engage. This action was followed by a three days' running fight up Channel, but disorder crept in as the Dutch convoy lost faith in their escort, and many Dutch men-of-war took to flight when their ammunition was expended. The Dutch disappeared during the night of 20th-21st, and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 20 ships, 2000 killed, many wounded, 1500 prisoners, and about 40 of their merchant convoy. The English lost some 300 killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch, but were subsequently retaken. "Admiral and General" Robert Blake was seriously wounded, and his flag-captain and secretary were both killed. Several of the best



Etched by W. Hollar.

THE ST. JAMES'S FIGHT.

British Museum.

English ships were absent from this fight owing to injuries received at the battle of the Kentish Knock, or doubtless this affair would have been more decisive.

In 1653 the "Foresight," commanded by Captain Richard Stayner, was in the Red squadron of Blake's fleet, which fought the Dutch off the North Foreland on June 2nd and 3rd. The Dutch had 98 men-of-war and 6 fireships. The English had 100 men-of-war and 5 fireships. The action began at noon on June 2nd. By 3 P.M. one Dutch ship was sunk, and at 6 P.M. a Dutch ship blew up. By June 3rd the Dutch were badly beaten. Eleven Dutch prizes were brought in, 6 Dutch men-of-war were sunk, 2 were blown up, and 1350 prisoners were taken, but the English lost no ships.

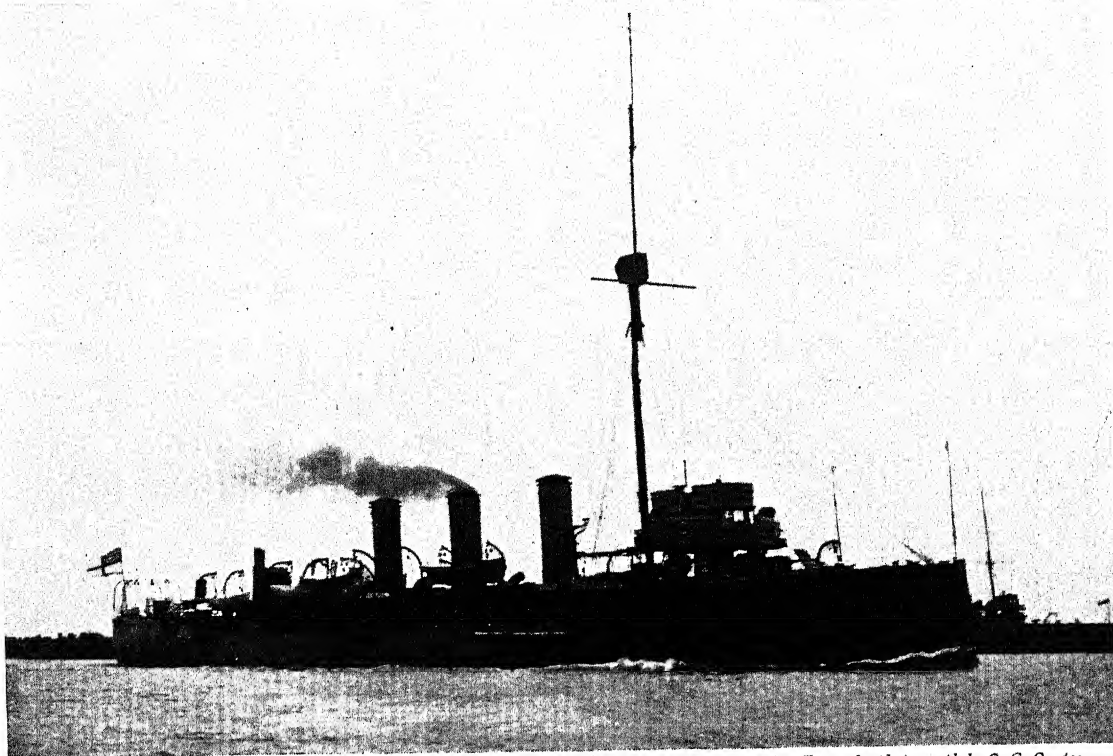
The "Foresight" subsequently took part in the blockade of the Dutch ports, the action off Katwijk, and the battle off Scheveningen (where Tromp was killed) under command of Admiral George Monck, Blake having been left in England seriously ill. The Dutch fleet were defeated, scattered, and pursued after some stiff fighting, and the English then returned home.

In 1654 the "Foresight," commanded by Captain Peter Mootham, formed one of a fleet of 25 vessels acting under "Admiral and General" Robert Blake, who had his flag in "George." They sailed on September 29th, 1654, for the Mediterranean, after touching at Cadiz and Leghorn, and heard that Tunis Bay was full of men-of-war bound eastward for the service of the Sultan. These ships were found in Porto Farina Bay. Blake left the "Foresight" with five other ships to blockade them, and proceeded to Cagliari to water his fleet. On his return he found the nine foreign ships unrigged, their guns planted on shore, and a camp formed. He attacked on April 4th; one-half of the fleet attacked the ships, and the other half the forts. The "Foresight" was one of the division that attacked the ships. Soon the forts were overpowered. The boats were then manned and armed. They boarded, captured, and set fire to the nine men-of-war. The English lost 25 killed and 48 wounded. This was the first occasion on which the guns of the fleet were successfully used against forts on shore.

THE KING'S SHIPS

In 1665 the "Foresight," commanded by Captain Pakington Broke (an ancestor of Sir Philip Broke of "Shannon" fame) was one of a big fleet under the command of the Duke of York, the Lord High Admiral. The English fleet consisted of 109 men-of-war and frigates, armed merchantmen, and 28 frigates and ketches. They mounted in all 4192 guns, and had 21,000 sailors, marines, and soldiers. The English fleet sailed on April 21st for the Texel, blockaded the Zuyder Zee, captured a number of merchantmen, and then returned to the Thames. The Dutch mobilised 103 men-of-war, 7 armed yachts, 11 fireships, and 12 galliots, carrying in all 4869 guns and 21,566 officers and men.

The two fleets met off Lowestoft, and the action began at 3 A.M. on June 3rd. The Dutch flagship hotly engaged the English flagship, and was on the point of compelling the "Royal Charles" to give in, when the Dutch flagship blew up, and only 5 men out of 409 were saved.



THE THIRD "FORESIGHT."

From the photograph by O. G. Coates.

After a fierce fight the Dutch were in full flight at 7 P.M. Fourteen Dutch ships were captured and brought into port, four were abandoned as unseaworthy after capture, and fourteen were destroyed. The Dutch lost 4000 killed, and 2000 were taken prisoners. The English lost one ship taken, 250 killed, including two flag-officers, 340 wounded, and 200 were taken prisoners by the Dutch. After the enemy were brought to confusion the Duke of York failed to chase them—his wife had told his servants to do all they could to prevent him doing too much—and his conduct was much criticised. The Lord of Obdam, who was the Dutch Commander-in-Chief, perished with his flagship. Captain Broke was mortally wounded in the fight, but lingered on with the courage of his race, and died on August 26th following.

In 1666 the "Foresight," under command of Captain Hugh Seymour, was one of the English Grand Fleet which was assembled off the mouth of the Thames by July 22nd. The command was vested in the Duke of Albemarle, "Admiral and General at sea."

The English fleet consisted of 81 ships of the line and frigates, 18 fireships, and 4460 guns. The Dutch fleet consisted of 88 ships of the line and frigates, 20 fireships, 10 yachts, and 4704 guns. The Dutch were commanded by Admiral M. A. de Ruijter. On July 25th the fleets met, fought all day, and in a desultory way through the night, and on the 26th the enemy were in full flight and soon got safe behind their own shoals, the English anchoring off the Dutch

coast. The Dutch lost 20 ships, 4000 killed, and 3000 wounded; 4 flag-officers killed, and numerous captains. The English lost 1 ship, 2 or 3 fireships, and about 300 men. No flag-officers fell, and only 5 captains. This victory gave the complete command of the sea to the English, who at once proceeded up the Dutch coast, capturing about 300 merchantmen. Captain Hugh Seymour, of the "Foresight," was killed on this occasion. Such in brief was the St. James's Fight, fought on St. James's Day, or as some call it, the second battle of the North Foreland.

In 1670 a new practice was introduced of sheathing the bottom of ships with lead to improve their speed and preserve their bottoms. By command of Charles II. the "Phoenix" was so treated, and was favourably reported on. The "Foresight" and some others were then done. But the practice was soon discontinued, as several shipwrights and naval officers were opposed to the innovation.

In 1688 the "Foresight" was serving in the English Channel, and on October 4th, 1689, when commanded by Captain Daniel Jones, and in company with two other men-of-war, they fell in with a fleet of 12 French men-of-war to the south-west of the Scillies. An action resulted, the "Foresight" escaped, but the "Lively Prize" was taken by the French.

In May 1694 the "Foresight," commanded by Captain Isaac Townsend, accompanied by a hired armed ship and four privateers, took or destroyed in the Channel ten or eleven vessels laden with corn, in spite of the fact that they were under escort of seven French men-of-war, one of which mounted 40 guns.

In September of the same year the "Foresight," in company with another ship ("Reserve"), took at the mouth of the Channel, a 28-gun privateer hailing from St. Malo.

At a later date the "Foresight" was cast away and lost in the West Indies.

The third "FORESIGHT" is a twin-screw scout, launched at Govan in 1904. She is of 2850 tons, 14,330 horse-power, and 25 knots speed. Her length, beam, and draught are 365 ft., 39 ft., and 15 ft.

FORMIDABLE

The War of American Independence—

Keppel's action with D'Orvilliers off Ushant	1778
Darby's relief of Gibraltar	1781
The battle of Dominica	1782
"Damn the Greeks, and damn the Trojans"	1782

A valiant woman	1782
The crowing bantam	1782

The Wars of the French Revolution and Empire—

The blockade of Toulon	1808
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FORMIDABLE.—Calculated to excite fear.

The first "FORMIDABLE" was an 80-gun ship, captured from the French in Quiberon Bay by the fleet under Vice-Admiral Sir Edward Hawke on November 20th, 1759. She was of 2002 tons, and carried a crew of 650 men. Her length, beam, and draught were 188 ft., 49 ft., and 20 ft.

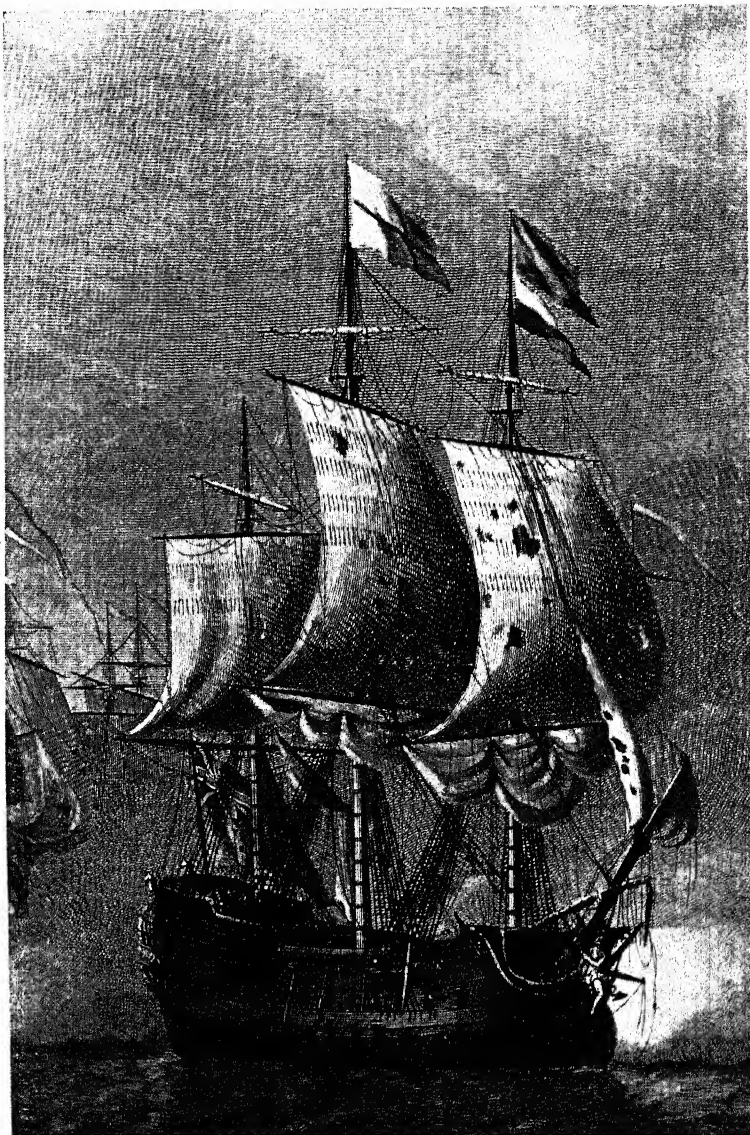
The "Formidable" which on that day flew the flag of Rear-Admiral St. André du Verger, the third in command, was attacked by the "Resolution," and in addition received a broad-side or two from every other British ship that passed her, among which were the "Dorsetshire," "Defiance," "Magnanime," "Warspite," "Montagu," "Torbay," "Swiftsure," "Revenge," and "Essex." The "Formidable" at last struck to the "Resolution," having the Rear-Admiral and upwards of two hundred others killed, her masts totally gone, and her decks like a shambles.

She arrived at Plymouth, almost in a sinking state. The cook's galley had been washed away by the sea, and the prize crew and prisoners had to live for some days on the boatswain's tallow.

She was added to the British Navy under her own name, but some years later Sir Edward Hawke himself signed the order directing her to be turned over to the shipbreakers, and she was broken up at Plymouth during 1767-8.

The second "FORMIDABLE" was a 98-gun ship, launched at Chatham in 1777. She was of 1945 tons, and carried a crew of 738 men. Her length, beam, and draught were 178 ft., 50 ft., and 17 ft.

In 1778 the "Formidable," commanded by Captain John Bazely and flying the flag of Vice-Admiral Sir Hugh Palliser, was in the rear squadron of an English fleet consisting of 30 ships of the line, 6 frigates, and 3 small craft, mounting 2278 guns in all, and commanded by Admiral the Hon. Augustus Keppel with his flag in "Victory." They fought the indecisive battle off Ushant with the French. The French fleet consisted of 32 ships of the line, 6 frigates, and 8 small craft, mounting 2298 guns in all, under the command of Lieutenant General Comte d'Orvilliers with his flag in "Bretagne." Keppel sailed from Spithead on July 9th, and the two fleets sighted one another on the 23rd, 100 miles west of Ushant. The French, in accordance with instructions, tried to avoid action, and until the 27th the two fleets manœuvred in full sight of one another. On the 27th an action began at 11 A.M. and lasted until nightfall. The weather was such that the lower-deck guns could not be used to leeward with the canvas then set. The disgraceful feature of



After N. Pocock. Engraved by R. Pollard.

T. H. Parker, Brothers.

THE SECOND "FORMIDABLE."

this action was the way Admiral Palliser in the "Formidable," towards the end of the day, lay off to windward with his division, and failed to support the Commander-in-Chief. For four hours the "Formidable" lay off, an indifferent spectator, with the foretopsail unbent, giving the somewhat flimsy excuse that the mast was too weak to carry it. During the day there was an accidental explosion on board the "Formidable," which brought her total number of casualties up to 16 killed and 49 wounded. On the morning of the 28th only three French ships were in sight. A pretty smart skirmish had taken place, but it was indecisive in character. The English loss was 133 killed and 373 wounded. The French lost 161 killed and 513 wounded. Vice-Admiral Palliser accused Admiral Keppel of

THE KING'S SHIPS

FORMIDABLE

not pressing home the attack. Both officers were tried by court-martial. Keppel was acquitted, and Palliser's conduct was censured. Public opinion ran strongly for Keppel, and

his acquittal was celebrated with bonfires and illuminations in London. The mob got drunk, smashed the windows of Palliser's friends, wrecked Palliser's own house, and came near to killing the Vice-Admiral himself.

In March 1781 the "Formidable" was in a fleet of 28 ships of the line and a large convoy destined for the relief of Gibraltar, and commanded by Vice-Admiral Darby with his flag in "Britannia." They arrived at Gibraltar on April 12th and landed the necessary warlike stores, but not without great opposition from the besieging



*After Sir Joshua Reynolds.
T. H. Parker, Brothers.
Engraved by E. Scriven.*



*Painted by H. Singleton.
Engraved by H. Jones.*

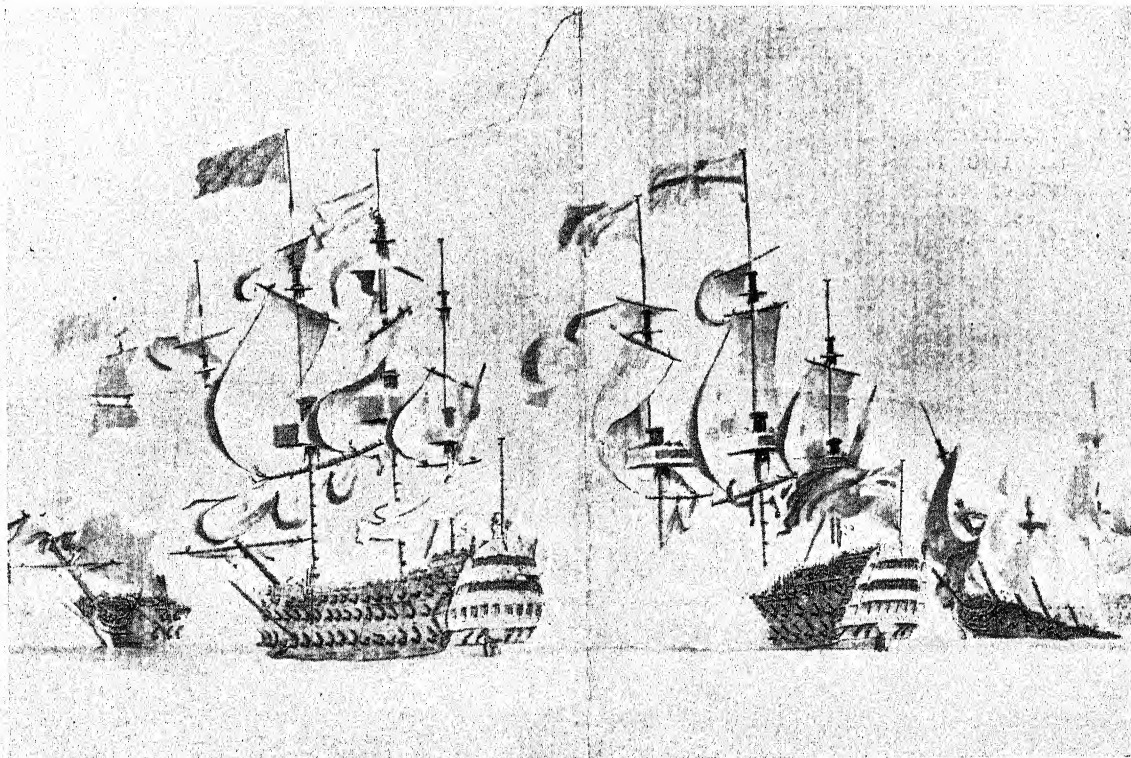
Mrs. Douglas Close.

Rodney

Ch. Douglas

Spaniards and a flotilla of single-gun gunboats in the Bay. In one week the revictualling was accomplished, and the relief effected, and the squadron returned to England, arriving at Spithead on May 22nd.

In April 1782 the "Formidable," commanded by Captain John Symons, with Captain Sir Charles Douglas as Chief-of-staff and flying the flag of Admiral Sir George Rodney, was



From an old drawing.

THE "FORMIDABLE" ENGAGES THE "VILLE DE PARIS."

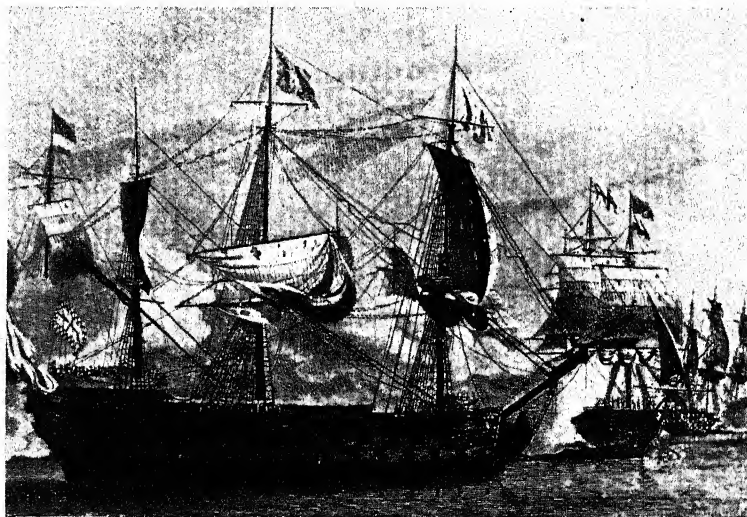
British Museum.

the senior flagship of 36 ships of the line. They met in the West Indies, between Dominica and Guadeloupe, a French fleet of 30 ships of the line, commanded by Vice-Admiral Comte de Grasse with his flag in "Ville de Paris." The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place this day, one of an hour, the other of an hour and a half. The English received some injuries and lay to that night for repairs. On the three following days the English fleet chased De Grasse. The fleets met again on April 12th, and the French fired the first shot at 8 A.M. By 9 A.M. the action had become general and the English fleet, led by the "Formidable," broke the French line in three different places, the "Formidable" using both broadsides simultaneously as she did so. Sir George Rodney, who was suffering from gout, sat on a chair on the quarter-deck for most of the day. The action was brought to a conclusion at 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's failure to follow up the action by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the French been chased. It is related that while the "Formidable" was pouring broadsides into the "Glorieux" the Chief-of-staff cried out, "Behold, Sir George, the Greeks and Trojans contending for the body of Patroclus!" Rodney, racked by gout and anxious lest his "breaking the line" should miscarry, bellowed in reply, "Damn the Greeks, and damn the Trojans, and damn the body of Patroclus!" When the victory was complete Rodney turned to the Chief-of-staff: "Now, Sir Charles, I am at the service of your Greeks and Trojans, and the whole of Homer's *Iliad*." It is interesting to note that during this action a woman, who had secreted herself in the ship, assisted to fight a quarter-deck gun when her husband was wounded. Sir George Rodney severely reprimanded her for breach of orders, in not assisting in the cockpit, but immediately afterwards gave her ten guineas for so valiantly filling the post of her wounded husband.

A French cannon-ball having struck the coop and dispersed the birds a little bantam cock, perching himself on the poop of the "Formidable," flapped his wings and crowed loudly as each broadside was fired. Sir George Rodney, remarking that the bird was a credit to his country, ordered that it was to be taken care of and given a home. The "Formidable" fired some eighty broadsides. "The 'Formidable,'" wrote Rodney, "proved herself worthy of her name."

The Grass in Paris streets so long had grown,
That farmer Rodney thought it should be mown,
So up his Formidable scythe he took
And cut the Grass of Paris at one stroke.

The "Formidable" lost 15 killed and 39 wounded out of a total British loss of 243 killed and 816 wounded, which included 2 captains, out of 36, killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety in friendly harbours. On April 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured four ships, two of which were crippled and seeking a secure harbour. Sir George Rodney has often been severely criticised for not following up his victory by a pursuit. After his death, however, a paper was found among his effects giving the following reasons for his not doing so:



After R. Dodd. Engraved by F. Chesham.

* Alfred Davis.

THE "VILLE DE PARIS" SURRENDERS TO THE "FORMIDABLE."

THE KING'S SHIPS

FORMIDABLE

The length of the battle was such as to cripple the greatest part of the van and centre, and some ships of the rear, that to have pursued all night would have been highly improper, as the prisoners on board the prizes could not have been shifted, and those with the much crippled ships of the British fleet might have



Castles' Shipbreaking Company.

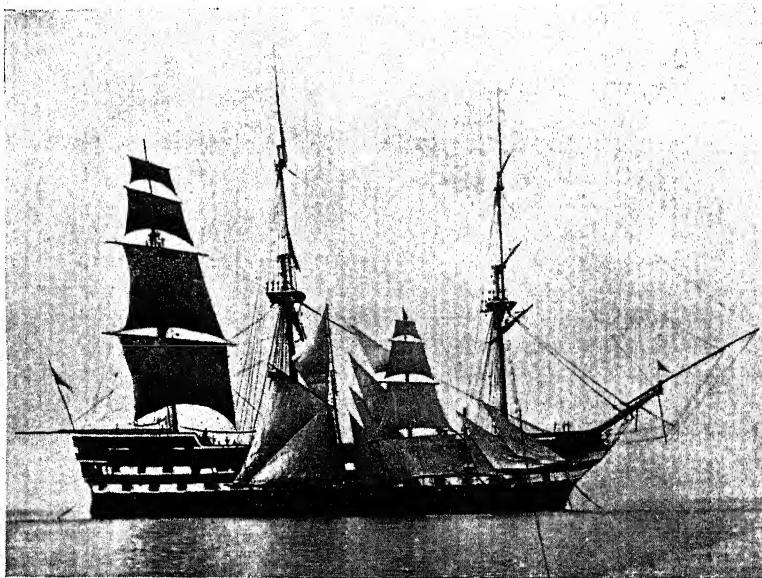
THE FIGUREHEAD OF THE FIFTH "FORMIDABLE."

been exposed to a recapture, as the night was extremely dark, and the enemy going off in a close connected body, might have defeated, by rotation, the ships that had come up with them, and thereby exposed the British fleet, after a victory, to a defeat; more especially as some of the British fleet were dispersed, and at a very considerable distance from each other; and I had reason to conclude that they would have done more damage to each other than to the enemy during a night action, and considering the very great fatigue they had undergone during the battle of a whole day.

frigates to have shown lights at times, and by changing their course, have induced the British fleet to have followed them, while the main of their fleet, by hiding their lights, might have hauled their wind, and have been far to windward before daylight, and intercepted the captured ships, and the most crippled ships of the English; as likewise have had it in their power, while the British fleet had during the night gone far to leeward, and thereby rendered themselves incapable of gaining their station to windward, to have anchored in their own ports, and from thence have conquered the British Islands of Antigua, Barbados, and St. Lucie, while the British fleet must, from the damages they had received, have repaired to Jamaica, as the condition of all their masts would not have permitted their return to St. Lucie, and though Jamaica might have been saved, the Windward Islands might have been lost.

The French Admiral was a prisoner on board the "Formidable" for a few days. "Comte de Grasse," wrote Rodney to his wife, "who is at this moment sitting in my stern gallery tells me that he thought his fleet superior to mine, and does so still, though

I had two more in number; and I am of his opinion, as his was composed all of large ships, and ten of mine only sixty-fours." Sir George Rodney was created a peer for this battle with £2000 a year settled on the title in perpetuity. A full and most interesting account of the share that the "Formidable" had in this fight, will be found in Mr. Edward Fraser's admirable work, *Famous Fighters of the Fleet*.



Secretary to Portishead School.

THE FIFTH "FORMIDABLE."

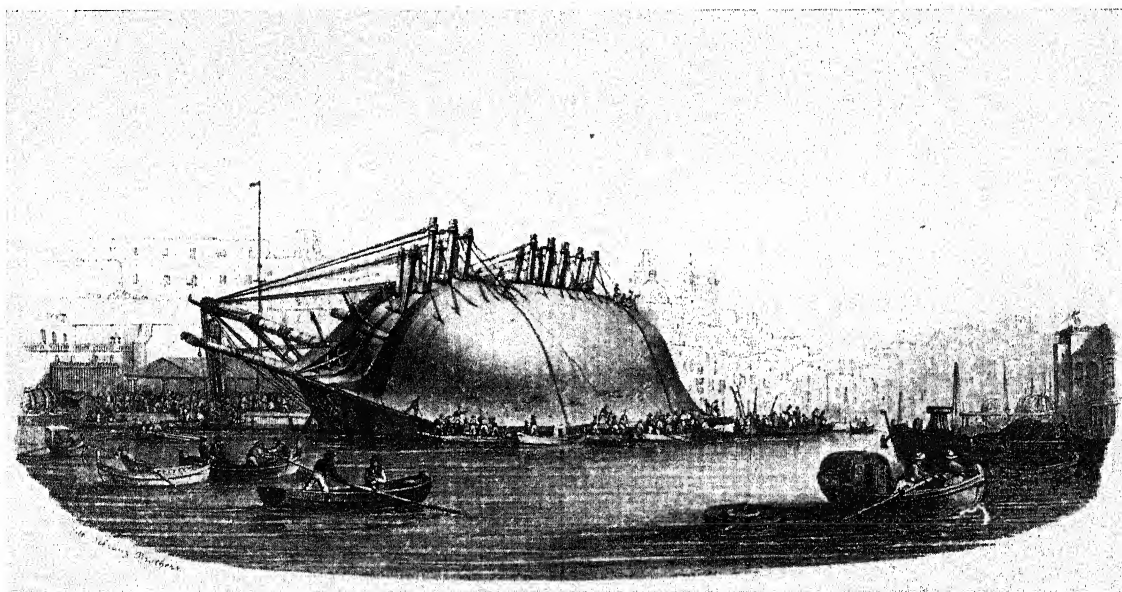
But for an accidental delay the "Formidable" would have been Admiral Duncan's flagship at the battle of Camperdown. She had been fitted out for this purpose, but she sailed from the Downs to join him only on the very day that the battle was fought.

In 1808 the "Formidable," commanded by Captain Francis Fayerman, was engaged in the blockade of Toulon in a fleet commanded by Vice-Admiral Edward Thornbrough with his flag in "Royal Sovereign."

In 1813 the "Formidable" was reduced to a 74-gun ship, but she was broken up at Chatham in the same year.

The third "FORMIDABLE" was a 74-gun ship, captured from the French in 1795. She was of 1889 tons, carried a crew of 690 men, and her length, beam, and draught were 184 ft., 49 ft., and 22 ft.

She was taken on June 23rd, 1795, in Lord Bridport's action off Groix, and the fact that she had 320 killed and wounded is sufficient guarantee that she defended herself stoutly. As



Lithographed by Schrans Bros.

THE FIFTH "FORMIDABLE" CAREENED AT MALTA.

T. H. Parker, Brothers.

the second "Formidable" was still in the service, the third "Formidable" was renamed "Belleisle," under the mistaken impression that the action had been fought off Belle Isle, instead of, as was actually the case, off Groix.

The fourth "FORMIDABLE" was a French 80-gun ship. She was of 2249 tons, and carried a crew of 690 men. Her length, beam, and draught were 194 ft., 51 ft., and 20 ft.

She was captured on November 4th, 1805, while fleeing to France after the disaster at Trafalgar, by a British squadron of eight ships commanded by Captain Sir Richard Strachan, Bart., in "Cæsar." The "Formidable" had had three guns dismantled at Trafalgar, and had thrown overboard twelve more during the chase.

She was added to the Navy, and her name was subsequently changed to "Brave."

The fifth "FORMIDABLE" was an 84-gun ship, launched at Chatham in 1825. She was of 3594 tons, and carried a crew of 700 men. Her length, beam, and draught were 196 ft., 52 ft., and 18 ft.

The admirable picture of this ship being careened at Malta in January 1843 will show the reader how the Naval officer cleaned and repaired the bottom of his ship when the requirements of the service took him to those parts of the world where there were no dry docks.

THE KING'S SHIPS

FORMIDABLE

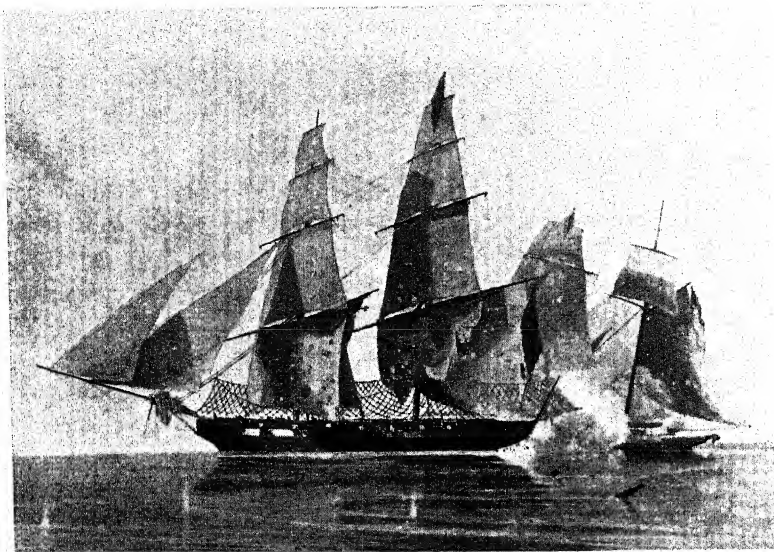
After some years as guardship at Sheerness, the "Formidable" became a training-ship at Portishead in 1869, and was broken up on the completion of a shore establishment in 1906.

The sixth "FORMIDABLE" was a large Spanish slave brig, captured on December 17th, 1834, after a forty-five minutes' action, by the "Buzzard," 10, Lieutenant Jeremiah M'Namara.

Ere the prize could be carried into Sierra Leone, 307 out of the 707 slaves, originally in her, perished from disease and misery.

The seventh "FORMIDABLE" is a 16-gun twin-screw battleship, launched at Portsmouth in 1898. She is of 15,000 tons, 15,000 horse-power,

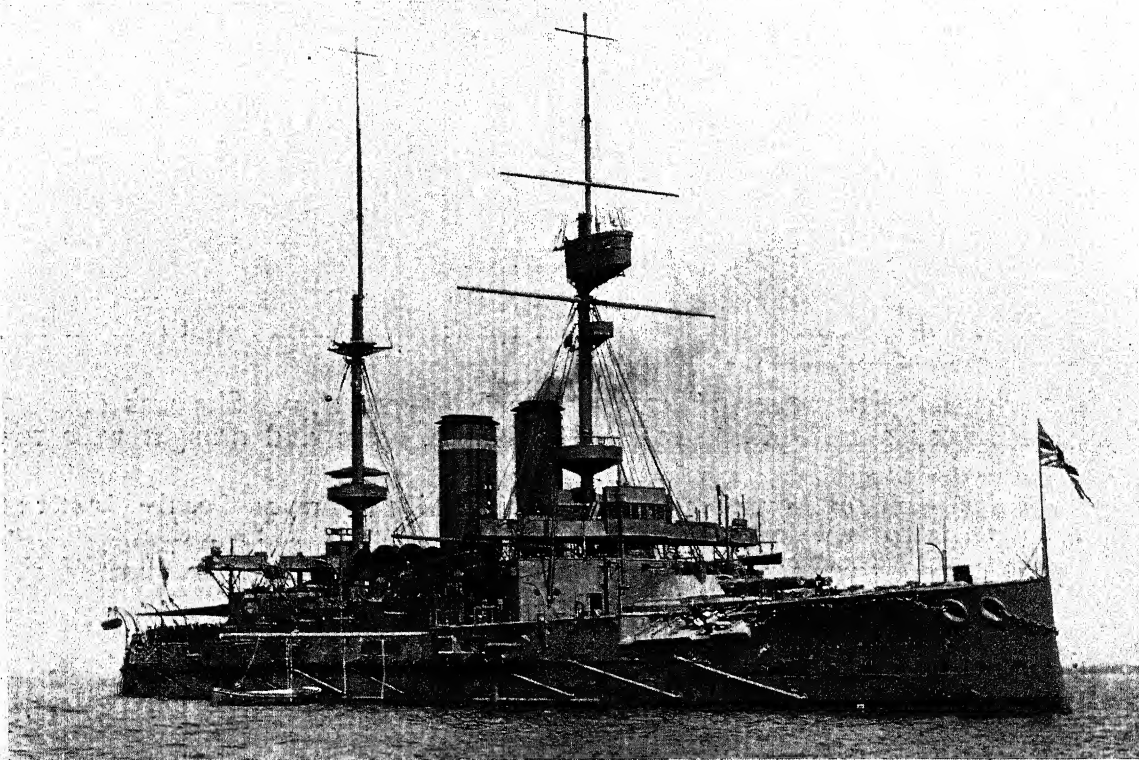
and 18.0 knots speed. Her length, beam, and draught are 400 ft., 75 ft., and 27 ft.



Drawn by W. J. Huggins.

Royal United Service Institution.

CAPTURE OF THE SIXTH "FORMIDABLE."



THE SEVENTH. "FORMIDABLE."

From the photograph by Ernest Hopkins.

FORTE

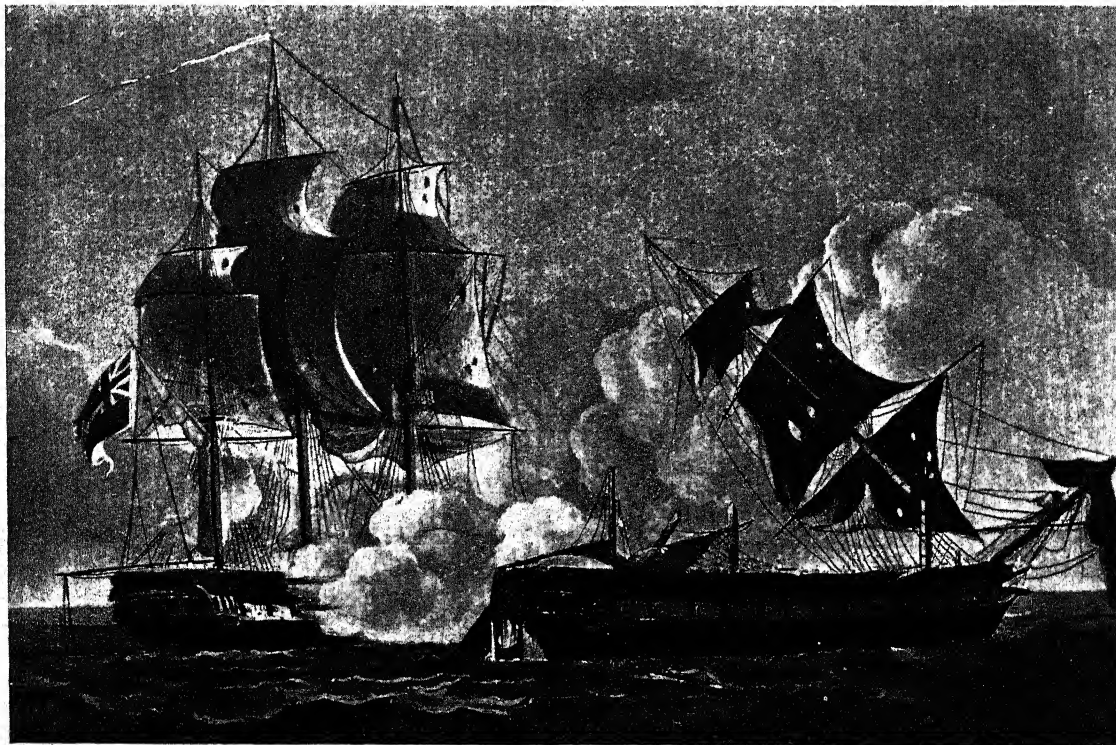
Punitive expedition to Benin 1897	Operations in Orange Free State 1900
The second Boer War—	The blockade of Delagoa Bay 1900
The relief of Ladysmith 1899-1900	Minor operations in Gambia River 1901



FORTE.—In French means strong.

The first "FORTE" was a 44-gun frigate of 1401 tons, captured from the French on February 28th, 1799.

The "Forte" arrived in the Bay of Bengal and began to harass British commerce. She was in a bad state of discipline and her captain was too old and feeble for his work. The British cruiser "Sybille," commanded by Captain Edward Cook, was sent to look for her.



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

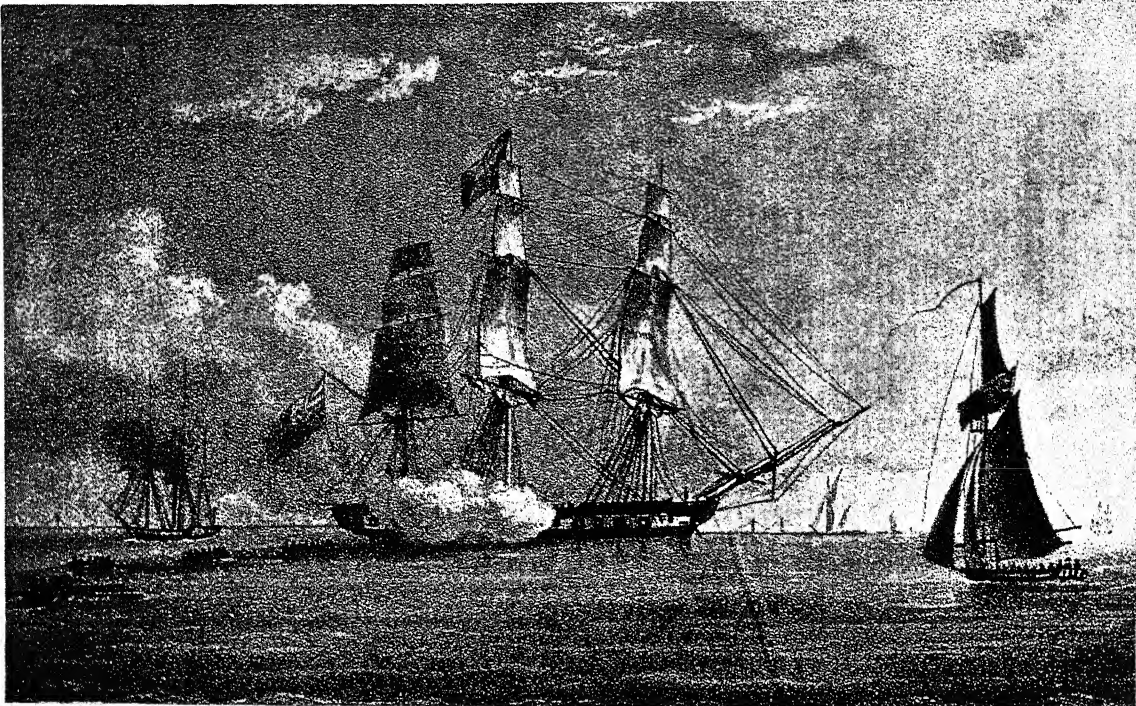
CAPTURE OF THE FIRST "FORTE."

After a night action lasting two and a half hours the "Forte" surrendered. The French broadside was 610 pounds, against the English 503 pounds. But the "Forte" having had to supply crews for seven captures, was short of hands and was unable to man her fore-castle and quarter-deck guns. The "Forte" lost 65 killed and 80 wounded. The "Sybille" suffered 5 killed and 17 wounded. The captain of the "Sybille" was mortally wounded, and the French captain was killed during the action.

THE KING'S SHIPS

FORTE

In June 1801 the "Forte," commanded by Captain Lucius Ferdinand Hardyman, was wrecked and lost at Jeddah, the crew being saved.

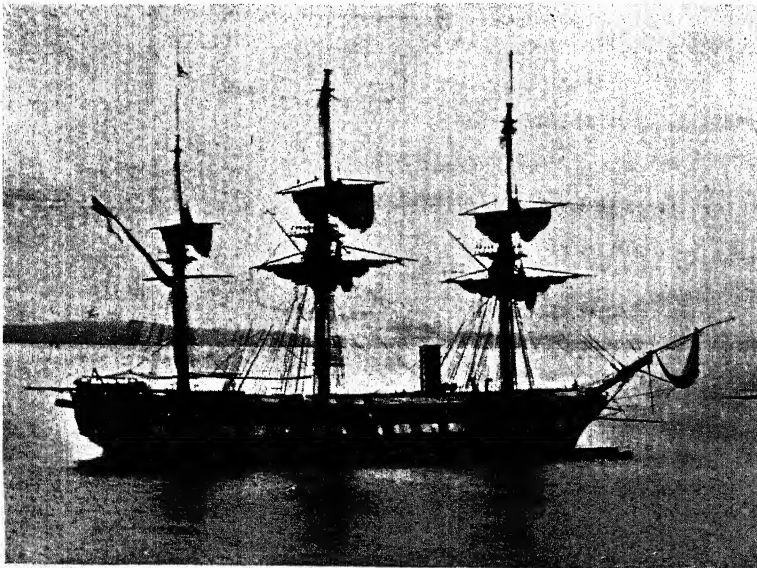


Lithographed by P. Gauci.

THE THIRD "FORTE."

T. H. Parker, Brothers.

The second "FORTE" was a 74-gun ship, launched at Blackwall in 1812 as the "Pembroke." She was of 2842 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.



Admiral the Right Hon. the Lord Charles Scott.
THE FOURTH "FORTE."

In 1854 she was converted to a screw 60-gun ship. She acted as depot ship at Chatham for many years, but it was not until 1889 that she was re-named "Forte." She ended her career as a coal depot at Sheerness, and in 1904 she was sold for £3100.

The third "FORTE" was a 38-gun frigate, launched at Woolwich in 1814. She was of 1155 tons, and carried a crew of 284 men. Her length, beam, and draught were 157 ft., 41 ft., and 15 ft.

In 1844 the "Forte" was broken up.

THE KING'S SHIPS

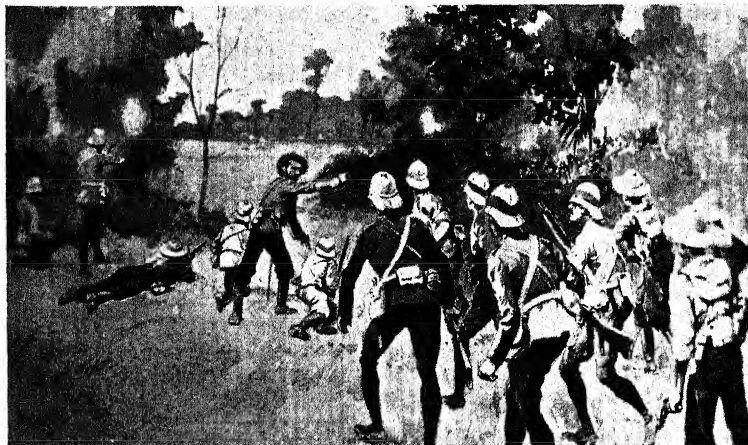
The fourth "FORTE" was a 51-gun screw frigate, launched at Deptford in 1858. She was of 3456 tons, 1540 horse-power, and 9 knots speed. Her length, beam, and draught were 212 ft., 50 ft., and 17 ft.

This vessel became a coal hulk at Sheerness, and in 1905 she was burned in the Medway.

The fifth "FORTE" is a 10-gun twin-screw cruiser, launched at Chatham in 1893. She is of 4360 tons, 9000 horse-power, and 19.5 knots speed. Her length, beam, and draught are 320 ft., 49 ft., and 19 ft.

In 1897 the "Forte," commanded by Captain Randolph Foote, was one of nine vessels which took part in the Benin expedition under Rear-Admiral H. H. Rawson with his flag in "St. George."

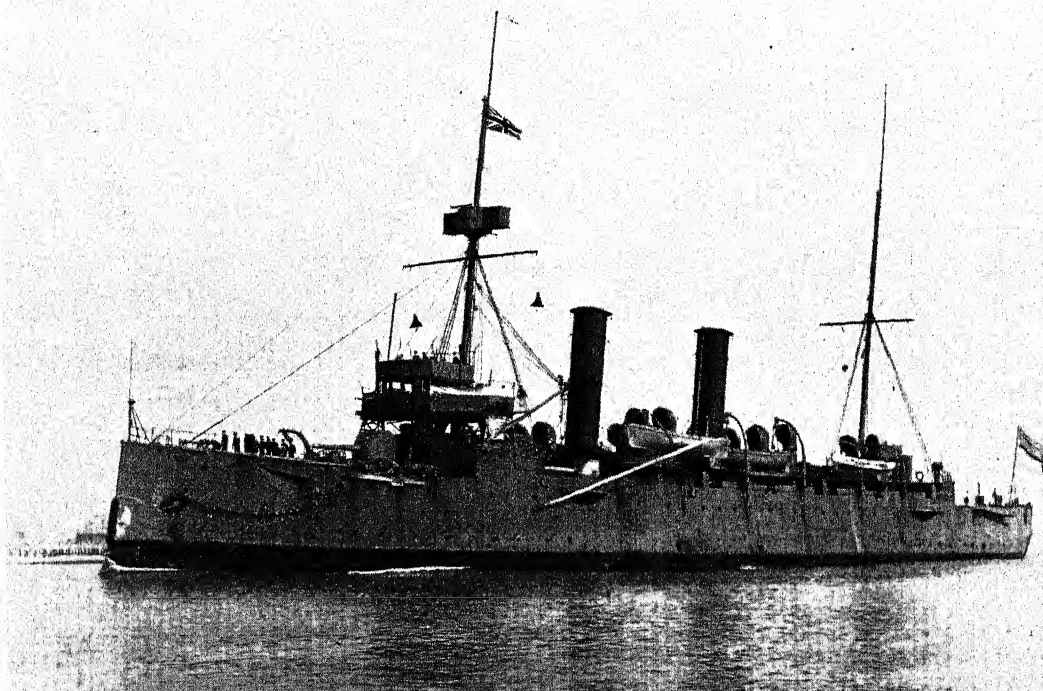
In January a peaceful mission of officers in the service of the Niger Coast Protectorate were attacked, and nearly all massacred by the organised forces of the King of Benin. The Naval Brigade advanced in three separate columns under the general command of the Rear-Admiral, having disembarked on February 9th. All three columns met with a vigorous opposi-



Drawn by T. Crowther.

From a contemporary "Navy and Army Illustrated."

THE BENIN EXPEDITION.



THE FIFTH "FORTE."

From the photograph by Ernest Hopkins.

tion, and suffered very much from want of water, special transport arrangements having to be devised after Agagi was reached. After a running bush fight of five hours, Benin was reached and captured on February 18th. The town was found to be in the most terrible state from the human sacrifices offered to delay the advance. Seven pits, forty to fifty feet deep, were discovered, with twelve to fifteen dead and dying victims in each. A great part of the town was destroyed, but on February 21st the place caught fire and a large quantity of provisions and kits was lost. The return journey was then commenced, and the whole force re-embarked by the evening of the 27th, exactly 18 days after leaving the ships. The Naval losses were 3 officers and 8 men killed and 3 officers and 44 men wounded. The most severe effects of the climate were soon felt, and no fewer than 2290 fever cases were attributable to the expedition.

Captain Foote received the C.M.G., and Lieutenant E. R. Pears was promoted to Commander for their services.

In 1900 the "Forte," commanded first by Captain Edward P. Jones and afterwards by Captain C. H. Dundas, took part in the second Boer War.

The "Forte" contributed to a Naval Brigade commanded by Captain Jones, which assisted in the relief of Ladysmith, and in the various operations which led up to it, including the battles of Colenso, Spionkop, and Pieter's Hill.

After the relief of Ladysmith the Naval Brigade took part in the further operations for clearing Natal of Boers and entered the Orange Free State, taking part in all the fighting that was in progress. They earned great praise for their admirable behaviour and conduct, and returned to their ship in June 1900.

While the men were at the front the "Forte," commanded by Captain Charles H. Dundas, assisted in the blockade of Delagoa Bay, under Captain William B. Fisher with his senior officer's pennant in "Magicienne."

In January 1901 the "Forte" assisted in a minor way in some combined Anglo-French operations in the Gambia River against the rebellious chief Fodeh Cabbah.

FORTH



FORTH.—A river of Scotland rising on the north side of Ben Lomond, in two branches, uniting at Aberfoyle, and gradually expanding in its lower part into an estuary called the Firth of Forth. A naval dockyard is in course of construction at Rosyth, on the estuary.

The Firth of Forth is 35 to 40 miles wide at its mouth. It contains several islands of which the chief are Inchgarvie, Inchcolm, Inchkeith, the Bass Rock, and the Isle of May. Upon all of them are ruins of castles or religious houses. The Forth possesses many good harbours, and St. Margaret's Hope above the Bridge is one of the safest roadsteads in the Island, and has a depth of about 60 ft. at low water. A magnificent viaduct known as the Forth Bridge crosses the firth at North Queensferry and Dalmeny. The foundation-stone was laid on September 30th, 1878. The most striking features of the bridge are two main spans of 1710 ft. each, constructed on the cantilever principle, 150 ft. above high-water springs. The weight of steel used was 54,160 tons. The total cost was about £2,500,000. It was designed by Sir John Fowler and Sir Benjamin Baker, and built by Sir William Arrol & Co. Its actual building began in January 1883, and it was completed and opened by H.R.H. the Prince of Wales (later His Majesty King Edward the Seventh) on March 4th, 1890.

The first "FORTH" was a 50-gun frigate, launched on the Thames in 1813. She was of 1251 tons, and carried a crew of 340 men. Her length, beam, and draught were 159 ft., 42 ft., and 13 ft.

In 1821 the "Forth" was broken up.

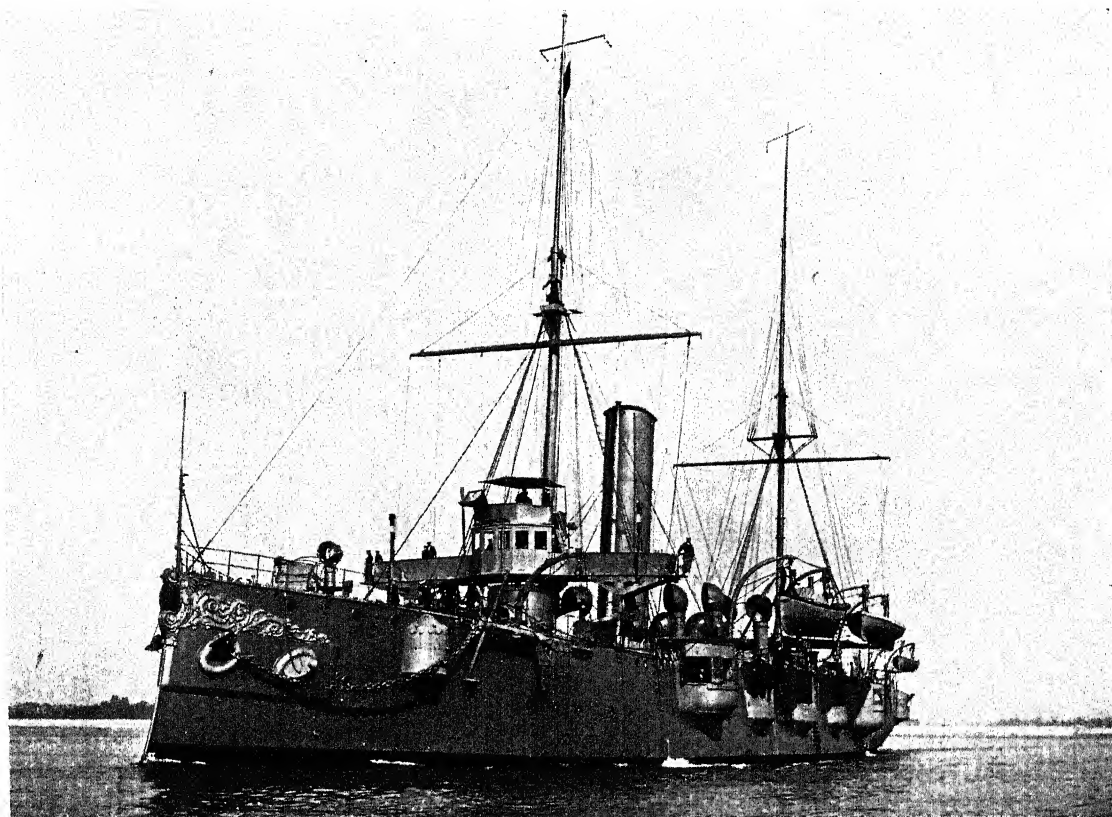
The second "FORTH" was a 46-gun frigate, launched at Pembroke in 1833. She was of 1225 tons, and carried a crew of 300 men. Her length, beam, and draught were 159 ft., 42 ft., and 15 ft.

This vessel was subsequently fitted with a screw and engines of 350 horse-power, and became a mortar ship.

At a later date this ship's name was changed to "Jupiter," and she acted as a coal depot at Devonport.

The third "FORTH" is a 12-gun twin-screw cruiser, launched at Pembroke in 1886. She is of 4050 tons, 5700 horse-power, and 17 knots speed. Her length, beam, and draught are 300 ft., 46 ft., and 19 ft.

This vessel for some years acted as depot ship for submarine boats.



THE THIRD "FORTH."

From the photograph by Ernest Hopkins.

FORWARD

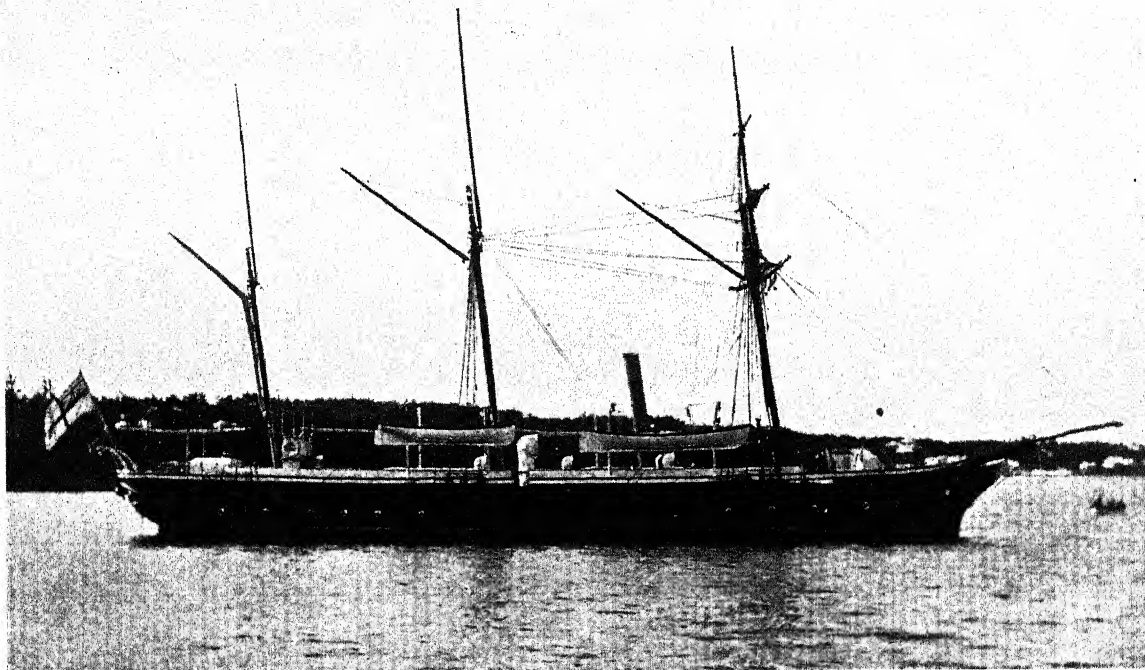
The Wars of the French Revolution and Empire—
Assisted to capture Danish convoy at Fladstrand 1808

Operations in the Skaggerack 1810
Captured a Danish cutter 1813

FORWARD.—Toward what is before or in front; onward; progressively; towards the fore part of a ship; a word of command given when troops are to resume their march after a temporary interruption.

The first "FORWARD" was a 12-gun brig, launched at Berwick in 1804. She was of 179 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 22 ft., and 7 ft.

On April 23rd, 1808, the "Forward," commanded by Lieutenant David Shiels, towed in and co-operated with the boats of the "Daphne" and "Tartarus" in an attack on a Danish convoy which had taken shelter at Fladstrand. Several laden vessels of the convoy were



THE THIRD "FORWARD."

Captain Henry D. Shortt, R.N.

successfully captured and carried off from under the guns of a Danish fort, with a loss of only five wounded.

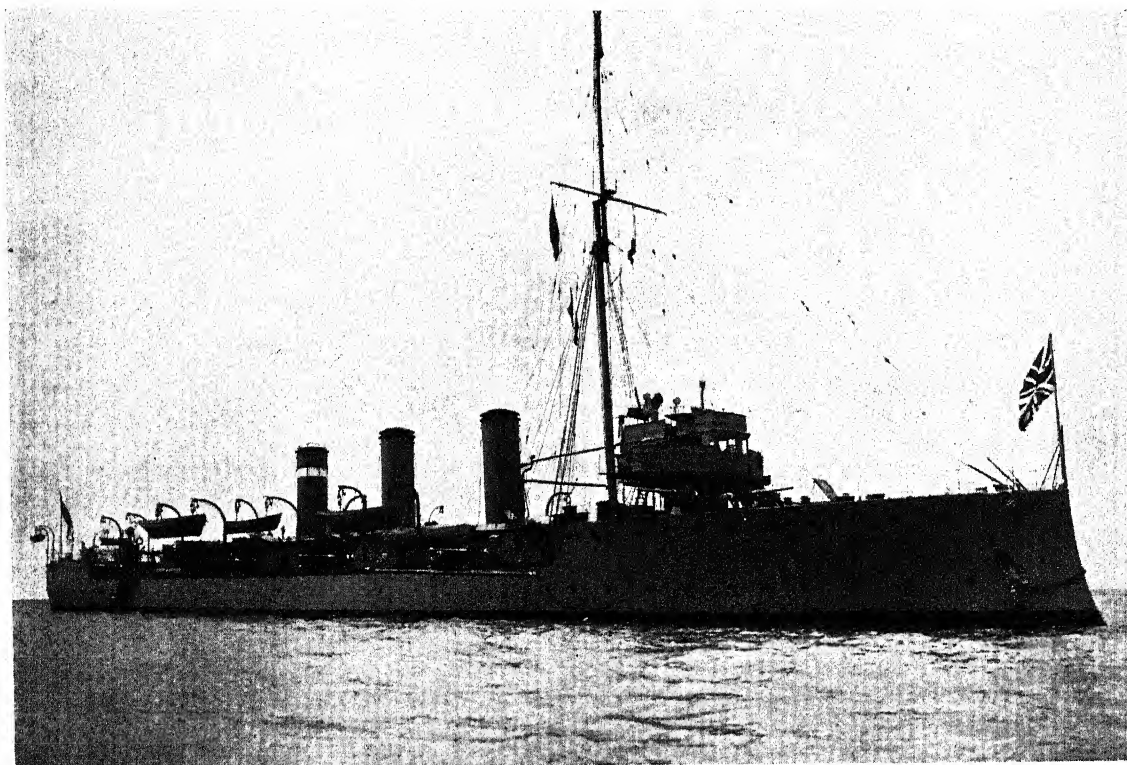
On July 9th, 1810, the "Forward" was escorting a convoy in the Skaggerack when they were attacked by five Danish brigs. Forty-eight of the merchantmen were taken, but the "Forward" managed to escape.

On October 6th, 1813, the "Forward," commanded by Lieutenant Richard Banks, having the "Barbara," schooner, in company, observed an armed Danish vessel standing into an anchorage about four miles south of Wingo Sound. The "Forward" at once sent in a 5-oared

gig with Lieutenant Banks, and the "Barbara" despatched a 4-oared boat. At 9.15 P.M. they simultaneously attacked her on the starboard bow and port quarter. A desperate conflict ensued, which ended in the capture of the Dane. She turned out to be a cutter mounting one howitzer, and having on board at the commencement of the action twenty-five well armed men, of whom five were killed, and her Captain, a commander in the Danish Navy, badly wounded. On the British side two men were killed, and three wounded.

In 1815 the "Forward" was sold.

The second "FORWARD" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 236 tons, carried a crew of 36 men, and was of 60 horse-power. Her length, beam, and draught were 108 ft., 22 ft., and 5 ft.



THE FOURTH "FORWARD."

From the photograph by Ernest Hopkins.

She was built too late for the Russian War.

In 1869 the "Forward" was sold at Esquimaux for £110.

The third "FORWARD" was a 4-gun screw gunboat, launched at Barrow in 1877. She was of 455 tons, 450 horse-power, and 9 knots speed. Her length, beam, and draught were 125 ft., 24 ft., and 10 ft.

This vessel ended her career as a coal depot at Bermuda, and in 1903 she was sold for £400.

The fourth "FORWARD" is a twin-screw scout, launched at Govan in 1904. She is of 2850 tons, 15,000 horse-power, and 25 knots speed. Her length, beam, and draught are 365 ft., 39 ft., and 15 ft.

This vessel's original name was "Nore," but it was changed to "Forward" before launching.

FOX

The Cromwellian War with Spain—	
The bombardment and operations at Malaga	1636
The suppression of Algerine piracy	
The War of the English Succession—	
The battle of Beachy Head	1690
The battles off Cape Barfleur and La Hogue	1692
Important Indian Surveys	
1772 etc.	
The War of American Independence—	
Action with American "Hancock" and American	
"Boston"	1777
Keppel's action with D'Orvilliers off Ushant	1778
Action with French "Junon"	1778
Captured Spanish "Santa Catalina"	1782
The Wars of the French Revolution and Empire—	
Hotham's action off Genoa	1795
The battle of St. Vincent	1797
The blockade and bombardment of Cadiz	1797

Nelson's attack on Santa Cruz, Teneriffe	1797
Captured French "Modeste"	1797
Operations in Bay of Manilla	1798
Operations in Bay of Kossier	1799
Operations at Java	1807
A fifteen years' commission	
The second Burmese War—	
The blockade of Rangoon	1852
Captured Burmese "Yathunah-gee-mhon"	1852
The capture of Rangoon, Bassein, Pegu, and Prome	1852
Boat operations in the Irrawaddy	1852
Operations against Donnabew	1853
McClintock's Arctic exploration	1857-9
The fate of the Franklin expedition	1859
The Sierra Leone rebellion	1898
The Somaliland campaign	1904
Blockade on Somaliland coast	1908-9
Operations in the Persian Gulf	1909 etc.
Capture of Geigan village	1910



FOX.—A genus of Carnivora belonging to the dog family, but differing from the true dogs in the greater elongation and sharpness of the muzzle, and in the greater length and bushiness of the tail. The common fox, the pest of the farmyard and the quarry of the hunting field, occurs throughout Europe. It measures about 2 ft. in length exclusive of the tail, which is about a foot long. The fox is a solitary animal inhabiting a burrow known as its earth, which it either excavates for itself or obtains by ejecting a badger or a rabbit from its home. It is undoubtedly the subtlest of British beasts of the field, its intellectual capacity having no doubt been enlarged by the peculiarly hard conditions under which alone it is permitted to exist in this country. It is timid and suspicious, and even the severest hunger will not compel it to eat the flesh of birds of prey. Some of the various types are known as "red fox," "silver fox," "black fox," "cross fox," and "Arctic fox," but a flying fox is a species of bat.

The first "Fox" was a prize taken from the Dutch in some of the minor operations of 1651. She was a small craft of not very great account, and mounted 22 guns.

In 1656 the "Fox" was one of a fleet under Robert Blake, "Admiral and General at Sea," which proceeded to the coast of Spain directly war was declared with that country.

In July 1656 the "Fox," acting as a fireship, was one of a squadron of five frigates that proceeded into Malaga. They burnt many of the ships in the harbour, and bombarded the town, without receiving any damage in return.

The second "Fox" was a small prize taken in 1658. She was of 120 tons, and mounted 14 guns. Her length, beam, and draught were 72 ft., 23 ft., and 10 ft.

In 1666 the "Fox," commanded by Captain Henry Osgood, was stationed at Gibraltar for the repression of Algerine piracy. In February the "Fox" found a large Algerine corsair lying under a fort at Argilla. After a gallant struggle of eight hours duration, the "Fox" succeeded in cutting her out with the loss of only one man.

The third "Fox" was an 8-gun fireship, built at Shoreham in 1690. She was of 260 tons, and carried a crew of 45 men. Her length, beam, and draught were 93 ft., 25 ft., and 9 ft.

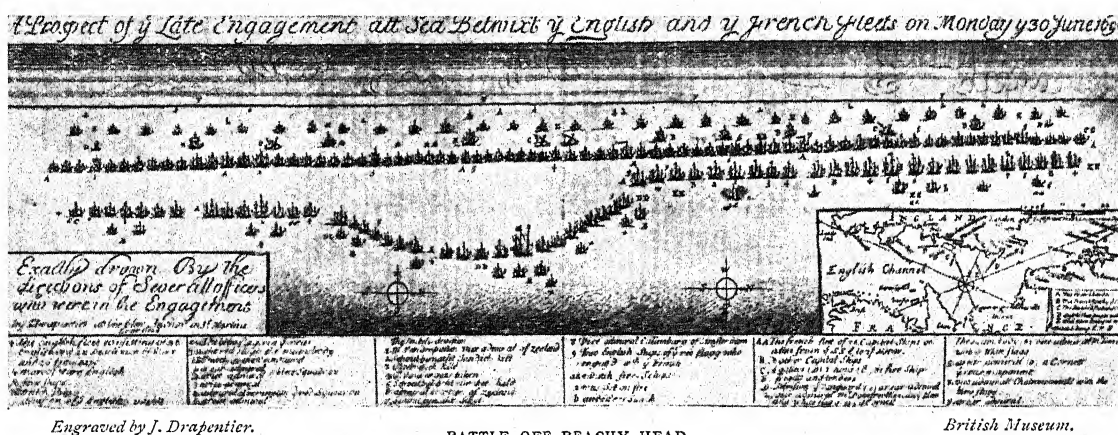
In 1690 the "Fox," commanded by Captain William Stone, was acting as a fireship in the Rear squadron of the combined Anglo-Dutch fleet under Admiral Lord Torrington with his flag in "Royal Sovereign." They met a French fleet under Admiral Tourville and fought the battle of Beachy Head on June 30th. The Anglo-Dutch allies, who were inferior to the French fleet by 12 ships and 500 guns, were badly beaten, and eight or nine of their ships were destroyed. The French fleet lost no ships and were easy victors. The loss of life on both

THE KING'S SHIPS

sides was considerable. The Dutch lost two flag officers and the English three captains. Lord Torrington, the English Commander-in-Chief, was tried by court-martial, and though acquitted, he was never again employed.

In 1692 the "Fox," commanded by Commander Thomas Killingworth, was in the Centre or Red squadron of a combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell with his flag in "Britannia."

The Anglo-Dutch fleet consisted of 99 ships of the line, 38 frigates and fireships, mounting 6756 guns. The French fleet consisted of 44 ships of the line, 13 frigates and fireships, mounting 3240 guns. The French were commanded by Admiral Tourville, the victor at Beachy Head, who flew his flag in "Soleil Royal." The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were defeated and burned in the Bay of La Hogue. The French made a most gallant defence, but were completely routed by the end of the six days' operations. Some 20 of their ships escaped by running through the dangerous Race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety. The "Fox" did her duty as a fireship, and was duly expended in the Bay of La Hogue. Commander Killingworth was promoted to Captain for his gallantry.



Engraved by J. Drapentier.

BATTLE OFF BEACHY HEAD.

British Museum.

The fourth "Fox" was a 6-gun sloop of 65 tons, launched at Sheerness in 1699. She carried a crew of 35 men, and her length, beam, and draught were 58 ft., 16 ft., and 6 ft.

In December 1699 the "Fox" was wrecked and lost on the Irish coast.

The fifth "Fox" was a 24-gun sixth-rate of 273 tons, captured by the "Tryton" in 1705. She carried a crew of 115 men, and her length, beam and draught were 93 ft., 26 ft., and 11 ft.

On August 28th, 1706, the "Fox" was wrecked and lost off Holyhead.

The sixth "Fox" was a 20-gun sloop, built originally as the "Nightingale" in 1707. She was of 375 tons, and her length, beam, and draught were 106 ft., 28 ft., and 9 ft.

In 1727 the "Fox" was rebuilt at Deptford, and in 1737 she was broken up.

The seventh "Fox" was a 24-gun sloop of 440 tons, launched at Rotherhithe in 1740. She carried a crew of 160 men, and her length, beam, and draught were 107 ft., 31 ft., and 9 ft.

On November 14th, 1745, the "Fox," commanded by Captain Edmund Beaver, foundered off Dunbar, and was lost with all hands.

The eighth "Fox" was a 24-gun sloop of 503 tons, launched at Burlesdon in

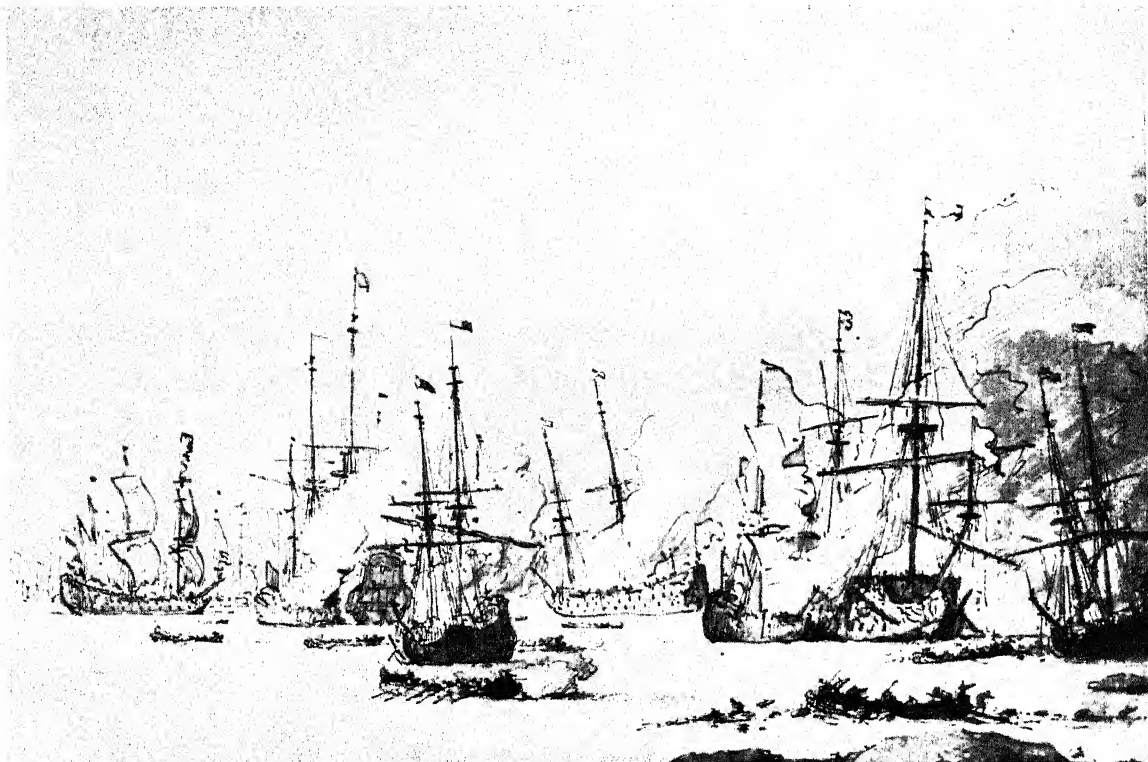
1746. She carried a crew of 160 men, and her length, beam, and draught were 112 ft., 32 ft., and 11 ft.

In 1742 the "Fox," in company with the "Greenwich" and "St. Albans," escorted a convoy of transports with 2000 troops to Jamaica.

On September 11th, 1751, the "Fox" was lost in a hurricane at Jamaica.

The ninth "Fox" was an 8-gun grab ketch, dating from about 1766, and belonging to the Bombay Marine.

In 1772 this vessel explored the coasts of Mekran, Sind, and Kathiawar, also a portion of Arabia and Persia. It was the first surveying expedition of the Bombay Marine, and may be said to have laid the foundations of the present magnificent Marine Survey of India.



Drawn by W. Van de Velde, senior.

THE BATTLE OFF LA HOGUE.

British Museum.

The tenth "Fox" was a 28-gun frigate of 585 tons, launched at Northam in 1773. She carried a crew of 200 men, and her length, beam, and draught were 120 ft., 34 ft., and 10 ft.

In June 1777 the "Fox," commanded by Captain Patrick Fotheringham, was overhauled and engaged by the two American frigates "Hancock" and "Boston." The "Fox" was slow in clearing for action, and the Americans got in the first broadside before she was ready. The "Fox" was 33 short of her complement through sickness, and was throwing a broadside of only 114 pounds against the 287 pounds of the two Americans. With her main-yard gone, the mainmast badly wounded, the wheel shattered, the ship unmanageable, and the maintopmast on the point of falling, the "Fox" surrendered after an action of two hours at 1.45 p.m. on June 7th.

On July 8th following the "Fox" was recaptured from the Americans by the British 32-gun frigate "Flora."

In 1778 the "Fox," commanded by Captain the Hon. Thomas Windsor, took part in the indecisive battle off Ushant with the French. The English fleet, 2278 guns in all, consisted of 30 ships of the line, 6 frigates, and 3 small craft, under the command of Admiral the Hon.

THE KING'S SHIPS

Augustus Keppel, who flew his flag in "Victory." The French fleet, 2098 guns in all, consisted of 32 ships of the line, 6 frigates, and 8 small craft under the command of Lieutenant-General Comte D'Orvilliers with his flag in "Bretagne." Keppel sailed from Spithead on July 9th, and the two fleets sighted one another on the 23rd, 100 miles west of Ushant. The French, in accordance with instructions, tried to avoid action, and until the 27th the two fleets manœuvred in full sight of one another. On the 27th an action began at 11 A.M. and lasted till nightfall. The weather was such that the lower-deck guns could not be used to leeward with the canvas then set. On the morning of the 28th only three French ships were in sight. A pretty smart skirmish had taken place, but it was indecisive in character. The English loss was 133 killed and 373 wounded. The French lost 161 killed and 513 wounded. Vice-Admiral Palliser accused Admiral Keppel of not pressing home the attack. Both officers were tried by court-martial. Keppel was acquitted, and Palliser's conduct was censured. Public opinion ran strongly for Keppel, and his acquittal was celebrated with bonfires and illuminations in London. The mob got drunk, smashed the windows of Palliser's friends, wrecked Palliser's own house, and came near to killing the Vice-Admiral himself.

On September 10th, 1778, the "Fox," commanded by Captain the Hon. Thomas Windsor, fell in with the French 32-gun frigate "Junon" off Brest. A hot action followed. The "Fox," with a crew of 198 men and a broadside fire of 114 pounds, was opposed to a ship with a crew of 330 men and a broadside fire of 174 pounds. The "Fox" lost all her masts and had several guns disabled. At musket range, the "Junon's" heavy guns, trained with skill and deliberation, inflicted terrible injuries on the smaller British ship. Having offered a protracted and heroic defence to overwhelming odds for three and a half hours, the "Fox" surrendered with a loss of 11 killed and 38 wounded. The "Junon" lost 4 killed and 15 wounded.

The eleventh "Fox" was a 32-gun frigate, launched at Burlesdon in 1780. She was of 697 tons, and carried a crew of 220 men. Her length, beam, and draught were 126 ft., 35 ft., and 11 ft.

On March 16th, 1782, the "Fox," commanded by Captain George Stoney, captured the Spanish 22-gun sloop "Santa Catalina" off Jamaica.

In March 1797 the "Fox," commanded by Captain Pulteney Malcolm, captured the French 20-gun corvette "Modeste" off Vizagapatam.

In January 1798 the "Fox," commanded by Captain P. Malcolm, and in company with the "Sibylle," both being disguised as French frigates, entered the Bay of Manilla and succeeded in making 200 prisoners and in capturing 7 boats.

In the spring of 1799 the "Fox," commanded by Acting Captain Henry Stuart, in company with the "Dædalus" and "Leopard" and some smaller vessels with troops, arrived at Mocha during the French occupation of Egypt. On August 14th the "Fox" and "Dædalus" stood into the Bay of Kosseir, and cannonaded the French Republicans who were in possession of the town. Several dhows were cut out from under the walls, and an attempt, which had to be abandoned, was made to land and destroy the wells. On the 16th another landing was essayed, but was repulsed; one man was killed and a 6-pounder gun was left in the enemy's hands. The bombardment partially disabled the fort and ruined the town.

In December 1807 the "Fox," commanded by Captain the Hon. Archibald Cochrane, was one of a squadron of nine ships commanded by Rear-Admiral Sir Edward Pellew with his flag in "Culloden." On the 6th the squadron took part in some operations against the Dutch in Java, which involved the burning of three Dutch men-of-war and two other vessels. The guns and stores at Griessee were destroyed, and a battery at Sambilaugan was reduced and destroyed.

In 1811 Captain Lord Cochrane, speaking from his place in the House of Commons, called public attention to the fact that the "Fox" frigate, commanded by his brother, had been no less than fifteen years on the East Indian station. The point of this statement will be more fully understood when it is realised that the men were not paid until the end of the commission, and during all that time had not received a farthing of money.

In 1816 the "Fox" was sold out of the service.

The twelfth "Fox" was a 12-gun cutter hired for service in 1783.

The thirteenth "Fox" was a 10-gun cutter hired for service in 1783.

The fourteenth "Fox" was a 12-gun cutter hired for service in 1783.

THE KING'S SHIPS

FOX

The fifteenth "Fox" was a small cutter, dating from 1790, and employed in the Revenue Service.

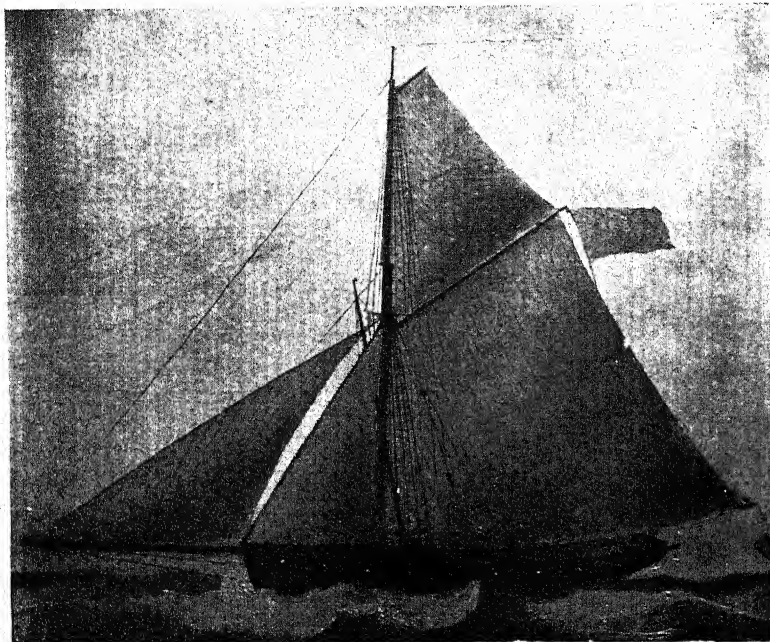
The sixteenth "Fox" was a hired armed vessel taken into service in 1793.

The seventeenth "Fox" was an 124-ton cutter hired and armed for service in 1794 with a crew of 56 men.

The eighteenth "Fox" was a 70-ton cutter hired and armed for service in 1794 with a crew of 30 men.

The nineteenth "Fox" was a 10-gun cutter hired and armed in 1795.

In 1795 the "Fox," commanded by Lieutenant John Gibson, was in a combined British and Neapolitan fleet of 24 sail in all commanded by Vice-Admiral Hotham with his flag in



From an old painting.

Royal United Service Institution.

THE FIFTEENTH "FOX."

"Britannia." They took part in an action with the French off Genoa. The French fleet consisted of 22 ships. The enemy were sighted on March 11th, and after a chase a partial action took place on the 13th, in which the enemy's rear was hotly engaged. A further action took place on the following day, in which two French ships were captured and two British ships were towed out of the line. The total British loss was 74 killed and 284 wounded. The total French loss is not known, but the two captured French vessels alone lost 400 killed and wounded. Historians consider that Vice-Admiral Hotham did not take full advantage of his opportunities.

In 1797 the "Fox," commanded by Lieutenant

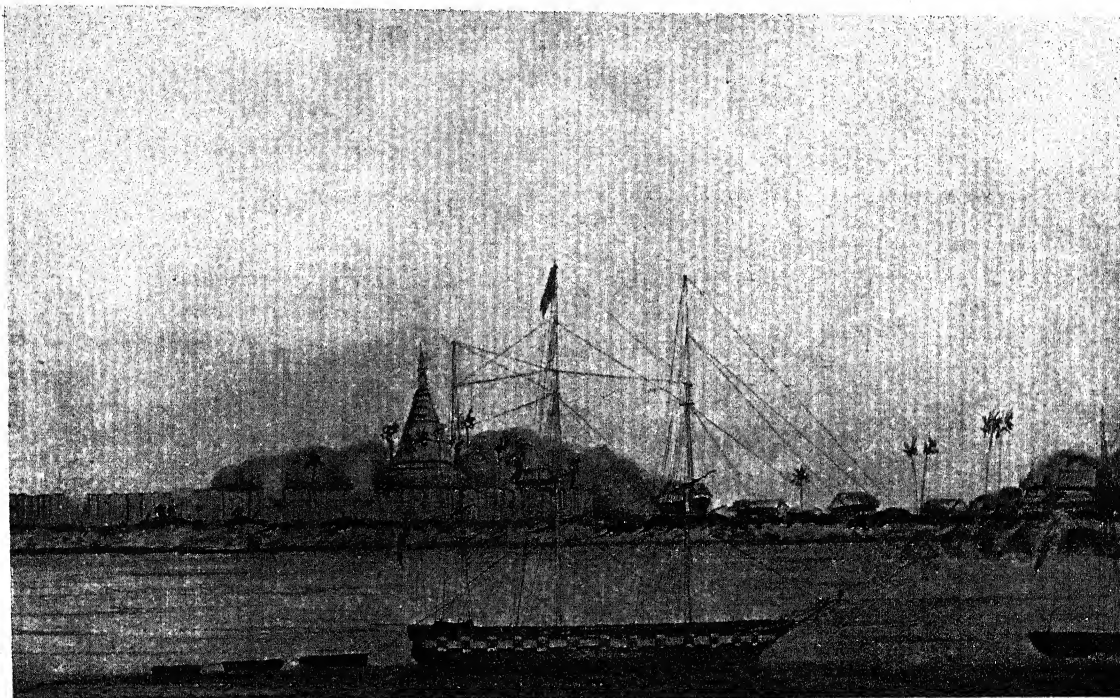
John Gibson, was one of a fleet of 15 ships and 7 frigates commanded by Admiral Sir John Jervis with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis at sea, and informed him that the Spaniards were out. The Spanish fleet was sighted at 6.30 A.M. on the 14th, and the British at once chased. The leading British ship opened fire at 11.30 A.M. The action was general by 1.30. The "Captain," with Commodore Horatio Nelson on board, boarded and captured the "San Nicolas" and "San Josef," which had fouled one another. The action ceased at 4.30 P.M. The British had captured four Spanish ships of the line and had crippled several others. The British lost no ships, but had 73 killed and 227 wounded seriously. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Earl St. Vincent, and was given a pension of £3000 a year, but it had already been decided to make him a Baron before this victory. Several baronetcies and knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet.

On April 4th the "Fox" arrived off Cadiz in the fleet commanded by Sir John Jervis, and established a blockade of the remnant of the Spanish fleet. On July 3rd Cadiz was bombarded and the boats unsuccessfully attacked. On July 5th Cadiz was again bombarded without much success, and soon afterwards the British fleet withdrew.

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On July 15th, 1797, the "Fox," commanded by Lieutenant John Gibson, was in a squadron of nine vessels commanded by Rear-Admiral Sir Horatio Nelson which sailed for Teneriffe, where they arrived on July 20th for an attack on Santa Cruz. On the 24th 700 seamen and marines were put into the boats, with 180 in the "Fox," and 75 in a captured provision boat, and at 11 P.M., with Nelson in command, they shoved off in rough weather and thick darkness for the Mole Head. At 1.30 A.M. the boats were discovered, and a heavy fire was opened on them. Nelson was struck on the right elbow just as he was jumping ashore from his barge, sword in hand, and had to be conveyed back to his ship, where his right arm was immediately amputated. The attack was repulsed and the "Fox" was sunk, and with her went down 97 men, including Lieutenant Gibson, the commanding officer.

The twentieth "Fox" was a hired and armed vessel of 104 tons with a crew of 40 men taken up for service in 1796.



From an old drawing.

THE TWENTY-THIRD "FOX" AT RANGOON.

Commander Alfred H. Tarleton, R.N.

The twenty-first "Fox" was a 14-gun sloop, hired and armed.

On September 28th, 1799, the "Fox," while commanded by Lieutenant William Wooldrige, was wrecked in the Gulf of Mexico, but the crew were saved.

The twenty-second "Fox" was a small smack with a crew of 6 men hired and armed for service in 1801.

The twenty-third "Fox" was a 42-gun frigate, launched at Portsmouth in 1829. In 1843 she was lengthened at Portsmouth, and became of 1670 tons, with a length, beam, and draught of 159 ft., 40 ft., and 19 ft.

In 1852 and 1853 the "Fox," flying the broad pennant of Commodore George Robert Lambert, was employed in the second Burmese War.

The war was caused by various Burmese outrages, and on January 9th, 1852, the "Fox" established a blockade of Rangoon, having previously taken the Burmese war-vessel "Yathunah-gee-mhon," which was fitting out.

On January 10th the "Fox" silenced a battery at Dunnoo, and destroyed several war-boats.

THE KING'S SHIPS

FOX

In April the "Fox" bombarded stockades, landed men, and assisted generally in the capture of Rangoon.

In May some of the men of the "Fox" assisted in the capture of Bassein.

In June some of the men of the "Fox" assisted in the capture of the town of Pegu.

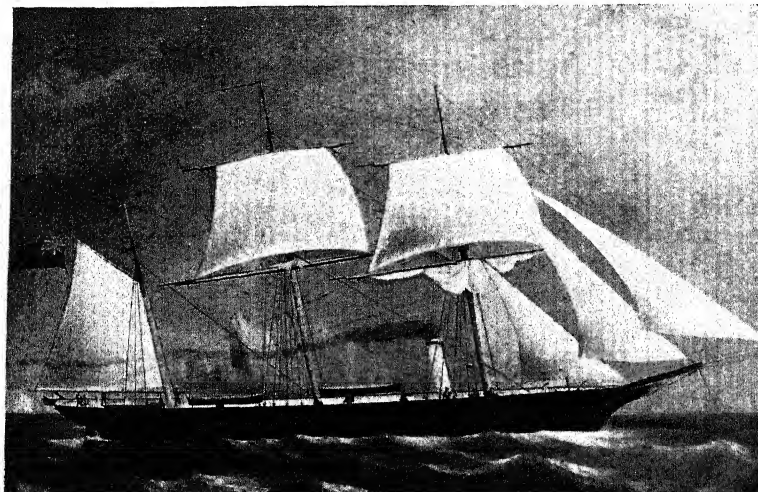
In October the boats from the "Fox" assisted in the capture of the town of Prome.

In November the men of the "Fox" assisted in the recapture of the town of Pegu, which, owing to the evacuation of the British forces, had been retaken by the Burmese.

In February 1853 some of the men of the "Fox" assisted in the expedition against a notorious robber at Donnabew. This affair resulted disastrously, the British forces being successfully ambushed, and suffering a loss of 12 killed and 70 wounded, to which the Navy contributed 7 killed and 52 wounded.

In 1856 the "Fox" was fitted with a screw and engines of 764 horse-power, and she acted as a storeship until 1880, when she was broken up at Devonport.

The twenty-fourth "Fox" was a small sailing cutter, dating from 1850, and employed in the Coast-guard Service.



Royal Naval College, Greenwich.

THE TWENTY-FIFTH "FOX."

The twenty-fifth "Fox" was a small screw yacht, fitted out in 1856 by Lady Franklin, for service in the Arctic to search for the remains of Sir John Franklin's expedition.

Strictly speaking this vessel is not one of His Majesty's ships; but as she was commanded by a distinguished naval officer, and was employed on national work, it is unlikely that there will be any serious feelings against her inclusion in this record.

Commanded by Captain Francis Leopold McClintock, the "Fox" sailed in the spring of 1857. During that winter the ship was locked up in the ice, but in the following year she managed to reach a bay down Prince Regent Inlet. In the spring of 1859 a boat, two skeletons, and many articles were discovered, also an important document which finally revealed the fate of Franklin and his devoted followers. In the autumn of 1859 Captain McClintock brought the "Fox" home, amidst the plaudits of his countrymen, and the Queen conferred upon him the honour of knighthood.

The twenty-sixth "Fox" is a 10-gun twin-screw cruiser, launched at Portsmouth in 1900. She is of 4360 tons, 9000 horse-power, and 19.5 knots speed. Her length, beam, and draught are 320 ft., 49 ft., and 19 ft.

In 1898 the "Fox," commanded by Captain Frank Hannam Henderson, took part in the suppression of the Sierra Leone rebellion. The small vessels and boats from the "Fox" escorted the troops up the Scarcies River and shelled the native positions, thus relieving a sorely pressed company of soldiers. On May 2nd the "Fox" went to Sulima and Mano Salijah, where she rescued some officials and traders, and shelled and drove off bodies of rebels. The rising was finally crushed by the troops, but in the later operations the Navy had little share.

In 1904 the "Fox," commanded by Captain F. S. Pelham, took part in the Somaliland Campaign in a squadron of three ships under Rear-Admiral George Atkinson-Willes with his flag in "Hyacinth."

On April 20th the "Fox" arrived off the Gulluli River after dark in company with the

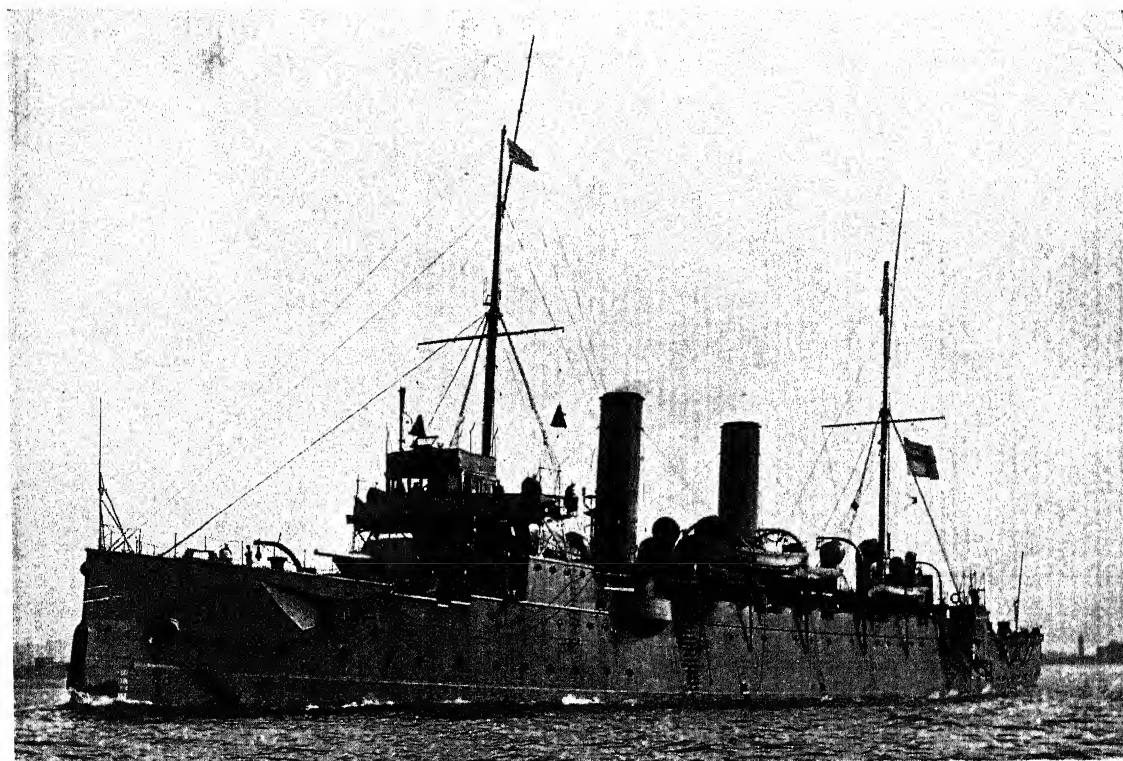
THE KING'S SHIPS

Commander-in-Chief, and on the following day a small landing party went ashore under Flag-Captain Hood. One hundred and twenty-five men of the Hampshire Regiment accompanied the sailors. The brigade advanced upon Fort Illig in face of a brisk fire from rifles and two old-fashioned cannon loaded with mixed iron, and finally carried the place at the point of the bayonet. The enemy left between 60 and 70 dead, and the British re-embarked with a loss of 3 killed and 11 wounded. Fort Illig was then reduced, and the British ships withdrew.

From September 1908 to February 1909 the "Fox" commanded by Captain Allen T. Hunt was engaged in the blockade of the Warsangli Coast of Somaliland.

In 1909 and succeeding years, the "Fox," commanded by Captain Allen T. Hunt, by Captain James C. Tancred, and by Captain Francis Wade Caulfeild, was engaged in some minor, but arduous operations, in connection with the illicit gun-running traffic in the Persian Gulf. Among others the "Fox" captured gun-running dhows on November 4th, 1909, December 3rd, 1909, January 16th, 1910, and one other date.

In January 1910 the "Fox" landed a party of 120 men under Lieutenant H. D. Briggs, and with 50 men of the 117th Mahrattas captured the village of Geigan, where 1300 rifles were taken and destroyed.



THE TWENTY-SIXTH "FOX."

From the photograph by Ernest Hopkins.

FOXHOUND

The Wars of the French Revolution and Empire—

Action in Basque Roads	1809
The occupation of Cyprus	1878

The War of Belgian Neutrality—

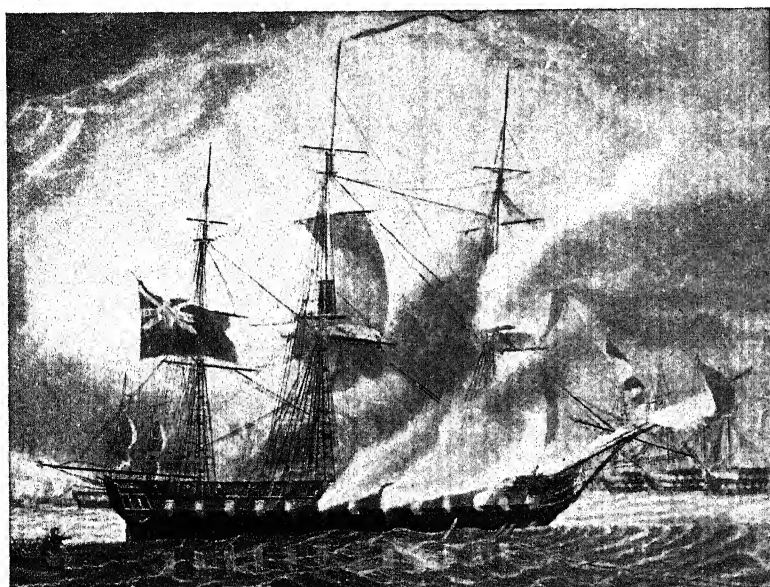
Various operations in the Mediterranean . . .	1914
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FOXHOUND.—The foxhound was originally the result of a cross between the old southern hound and the greyhound, which combined the nose and tongue of the former and the speed of the latter. When the large woods began to disappear, and more "blood" was used in our hunters, the pace of the hound was still found to be too slow. The foxhound continued to be bred for speed, and now we have a hound possessing a dash wholly unknown to the original foxhound, and capable of getting away from a large field of horses. The height at the shoulder of the average hound is from 22 to 24 inches.

The first "FOXHOUND" was an 18-gun brig sloop, launched at Dover in 1806. She was of 384 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

On March 17th, 1809, the "Foxhound," commanded by Commander Pitt Burnaby Greene, was one of a fleet of 60 vessels of various kinds, under Admiral Lord Gambier with his flag in "Caledonia," which anchored off Basque Roads to attack the French fleet lying within. A few



Painted and engraved by R. Doda. Commander the Rt. Hon. the Lord Ellenborough, R.N.

FIRESHIPS AT BASQUE ROADS.

days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. On April 11th 12 fireships, accompanied by explosion vessels and escorted by men-of-war, made sail towards the harbour, and broke the boom under a heavy fire. The "Foxhound" made a diversion off the Ile d'Aix at the same time. The French fell into a great panic, cut their cables, and by midnight all except two had run on shore. In the morning Captain Lord Cochrane signalled to Lord Gambier that if half the fleet could be sent in the enemy would be completely destroyed. Lord Gambier

did not comply with the request. The attack was renewed, and the two remaining French ships ran on shore in endeavouring to escape. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. The attack was continued on the 13th, and on the following day Lord Cochrane was recalled by Lord Gambier. Cochrane returned to England, where he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial, and was considered fortunate in securing an acquittal, and in eventually receiving the thanks of both Houses of Parliament. Napoleon said that the French admiral was a fool, the English Commander-in-Chief no better, and that Lord Cochrane had not been properly supported. Captain Lord Cochrane was made a K.B., and several officers were promoted. The British lost only 8 killed and 24 wounded.

On August 31st, 1809, the "Foxhound," while commanded by Commander James M'Kenzie, foundered in the Atlantic, and was lost with all hands.

The second "FOXHOUND" was the French 16-gun brig sloop "Le Basque," captured in 1809. She was of 348 tons, and carried a crew of 106 men. Her length, beam, and draught were 95 ft., 29 ft., and 8 ft.

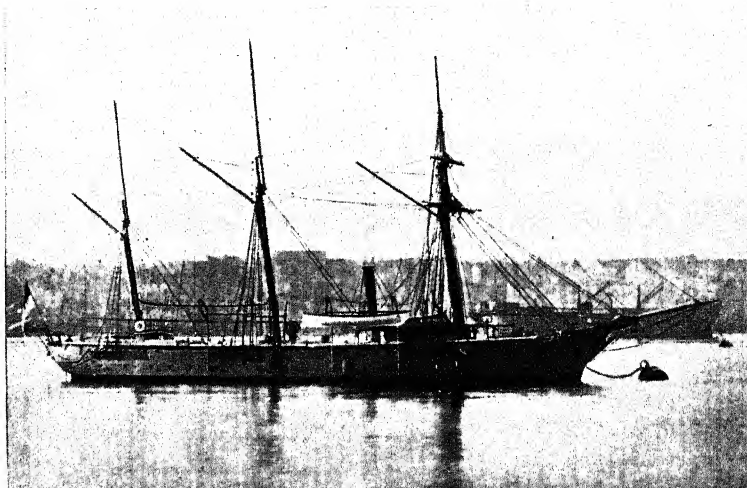
In 1816 the "Foxhound" was sold.

The third "FOXHOUND" was a 4-gun screw gun vessel of 680 tons, launched at Blackwall in 1856. She had engines of 200 horse-power, and her length, beam, and draught were 181 ft., 28 ft., and 8 ft.

In 1866 the "Foxhound" was broken up.

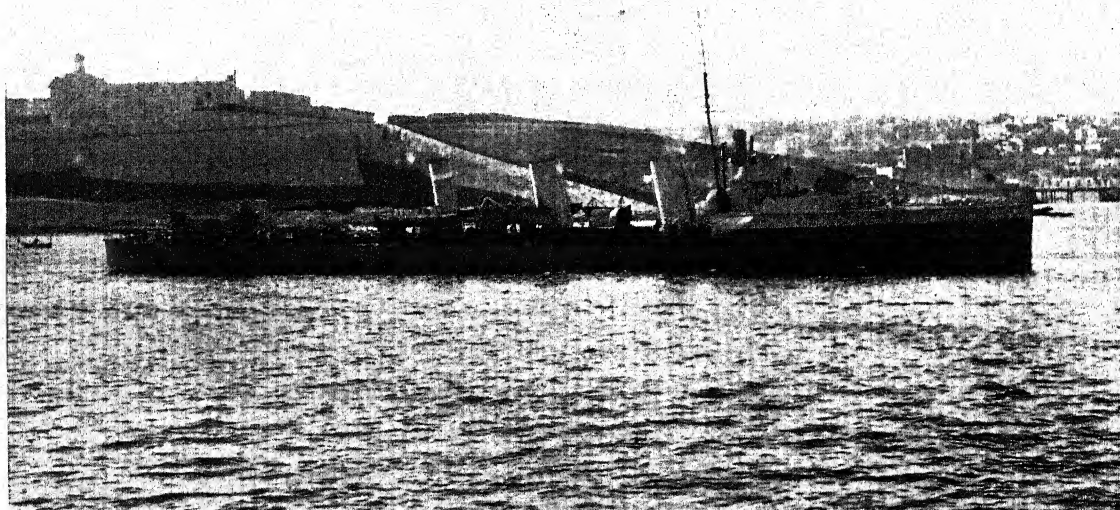
The fourth "FOXHOUND" was a 4-gun screw gunboat, launched at Barrow in 1877. She was of 455 tons, 470 horse-power, and 10 knots speed. Her length, beam, and draught were 125 ft., 24 ft., and 10 ft.

In 1878 the "Foxhound," commanded by Lieutenant William Henry Nowell, was one



Captain Charles A. Forlong, R.N.

THE FOURTH "FOXHOUND."



From the photograph by Richard Ellis.

THE FIFTH "FOXHOUND."

THE KING'S SHIPS

FOYLE

of a squadron of seven ships which occupied the island of Cyprus under Vice-Admiral Lord John Hay with his flag in "Minotaur."

This vessel was eventually converted to a coal haulabout at Devonport, after many years in the Coastguard Service.

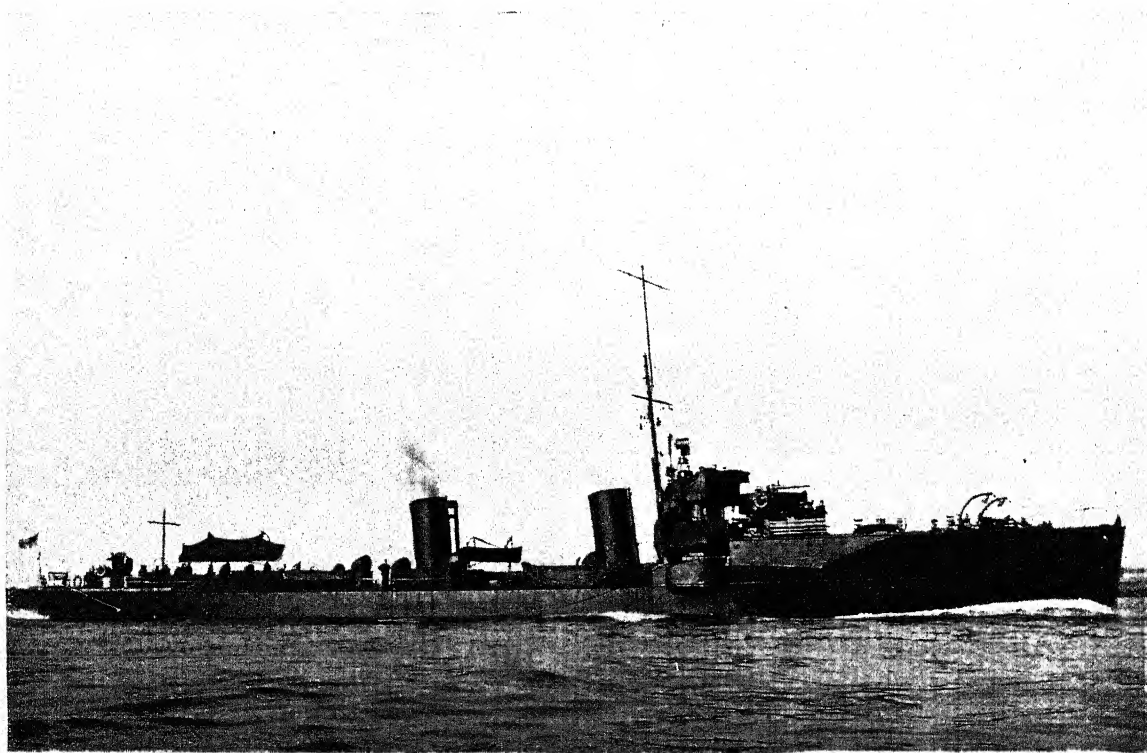
The fifth "FOXHOUND" is a turbine torpedo-boat destroyer, launched at Clydebank in 1910. She is of 950 tons, 12,500 horse-power, and 27 knots speed. Her length, beam, and draught are 265 ft., 28 ft., and 9 ft.

In 1914 the "Foxhound," commanded by Commander William G. Howard, was employed in various operations in the Mediterranean against the German and Austrian forces.

FOYLE

FOYLE.—A river of Ireland, formed by the confluence of the Finn and Mourne at Lifford, which, after passing Londonderry, expands into a bay called Lough Foyle, 16 miles long and 9 wide.

The "FOYLE" is a twin-screw torpedo-boat destroyer, launched at Birkenhead in 1903. She is of 550 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 225 ft., 23 ft., and 10 ft.



THE "FOYLE."

From the photograph by O. G. Coates.

FURIOUS

FURIEUSE

The Wars of the French Revolution and Empire—

Assisted to capture island of Ponza . . . 1813
 Operations at Santa Marinella . . . 1813

The Russian War—

The bombardment of Odessa . . . 1854
 The bombardment of Sebastopol . . . 1854
 The defence of Eupatoria . . . 1855

The capture of Kertch . . . 1855
 The capture of Kinburn . . . 1855

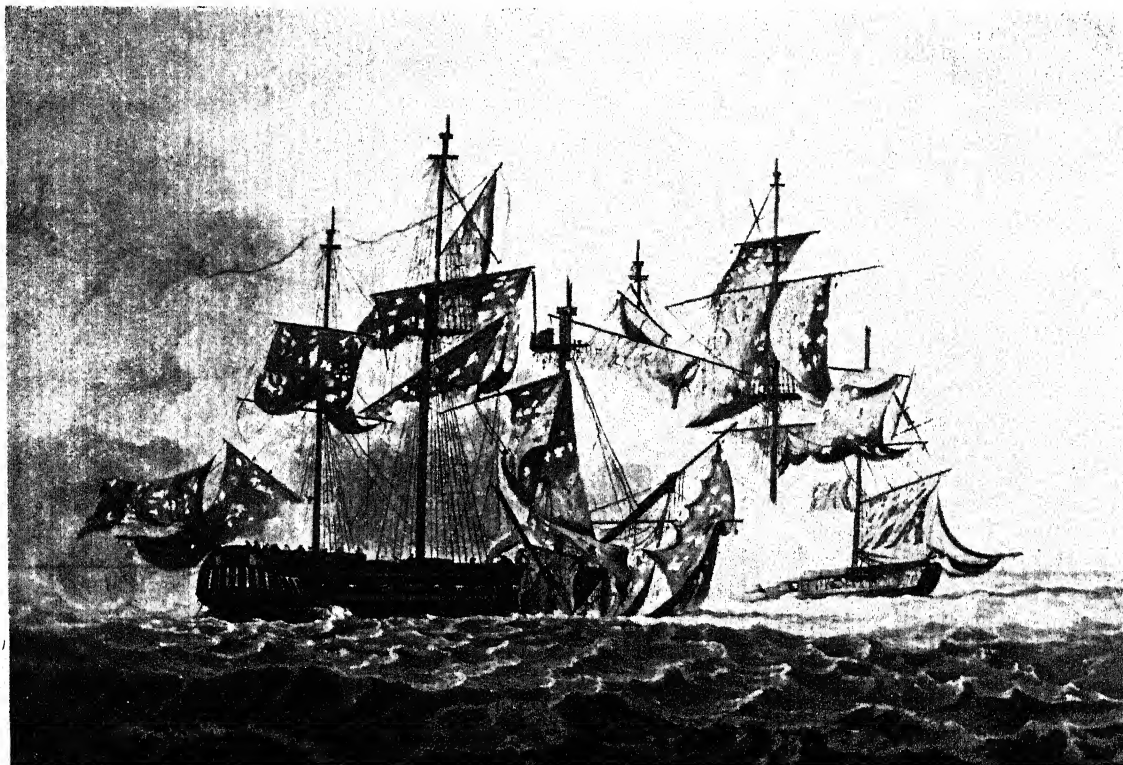
The second China War—

The bombardment and capture of Canton . . . 1857
 The capture of the Taku Forts . . . 1858
 Operations against the Taeping rebels . . . 1858

FURIOUS.—Rushing with impetuosity; transported with passion; frenzied.

The first "FURIOUS" was a 12-gun brig, launched on the Thames in 1797. She was of 169 tons, and carried a crew of 50 men. Her length, beam, and draught were 76 ft., 23 ft., and 6 ft.

This brig was sold in October 1802.



After G. Webster. Engraved by R. and G. Havell.

CAPTURE OF THE "FURIEUSE."

Alfred Davis.

The second "FURIOUS" was a 6-gun vessel captured from the Spaniards.

She was taken on February 16th, 1801, in the Mediterranean by the "Minorca."

The third "FURIOUS" was a 12-gun brig, launched at Lynn in 1804. She was of 179 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 9 ft.

She was sold in 1815.

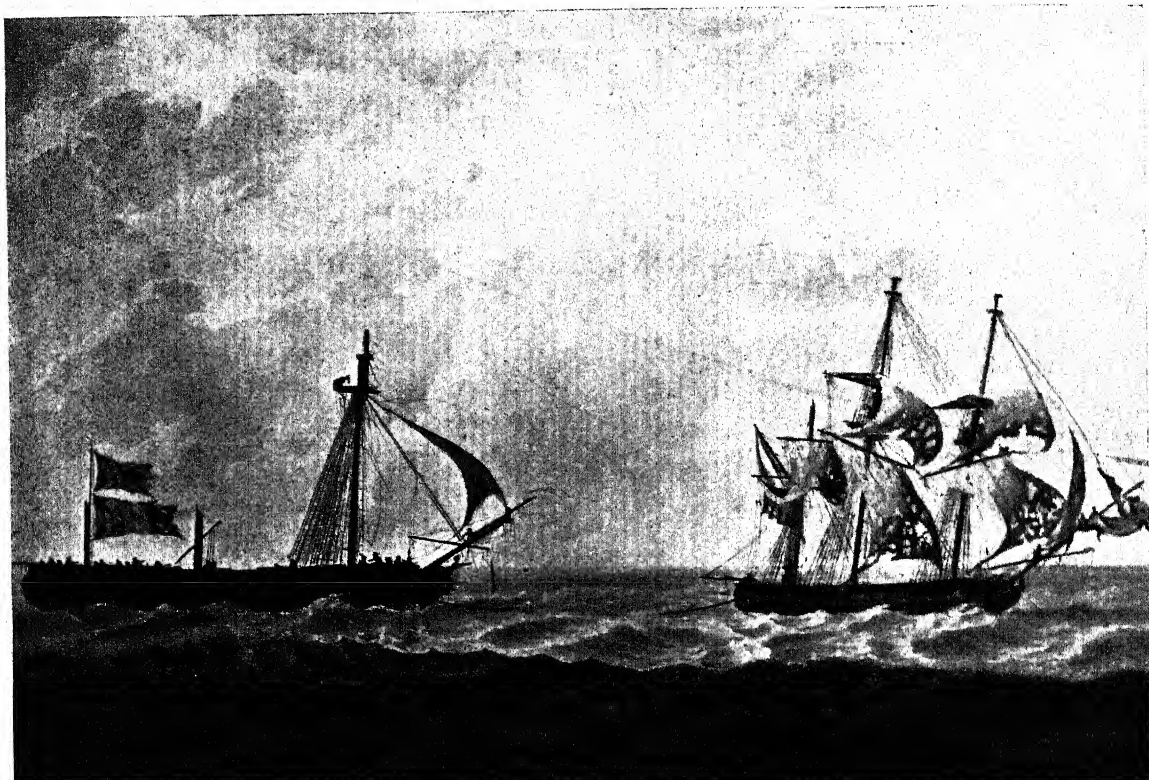
THE KING'S SHIPS

FURIOUS

The fourth "FURIOUS" (Furieuse) was a French 36-gun frigate of 1085 tons. She had been built at Havre de Grace in 1795 and carried a crew of 274 men. Her length, beam, and draught were 158 ft., 39 ft., and 12 ft.

She was captured in mid-Atlantic on July 5th, 1809, by the British 20-gun sloop "Bonne Citoyenne," commanded by Commander William Mounsey, after a chase lasting seven hours. The "Furieuse" was acting as a storeship at the time, and had only 20 guns mounted.

On February 26th, 1813, the "Furious," commanded by Captain William Mounsey, in company with the "Thames," landed troops and attacked the island of Ponza on the coast of Naples. The French governor, after hoisting a flag of truce, surrendered the island. No British lives were lost.



After G. Webster. Engraved by R. and G. Havell. *

Alfred Davis.

CAPTURE OF THE "FURIEUSE."

On October 14th, 1813, the "Furious," commanded by Captain William Mounsey, attacked a French convoy of 19 sail and 2 gunboats in the harbour of Santa Marinella, a little to the eastward of Civita Vecchia. The boats were sent in, and although they failed to capture the fort, they sank two, and captured and brought out fourteen of the convoy, with a British loss of 2 killed and 10 wounded.

In 1816 this vessel was broken up.

The fifth "FURIOUS" was a 16-gun paddle frigate, launched at Portsmouth in 1850. She was of 1287 tons and 400 horse-power. Her length, beam, and draught were 206 ft., 36 ft., and 10 ft.

In April 1854, previous to the declaration of war with Russia, the "Furious," commanded by Captain William Loring, proceeded to Odessa to bring away the British Consul, and was fired upon when leaving, in spite of the fact that she was flying a white flag.

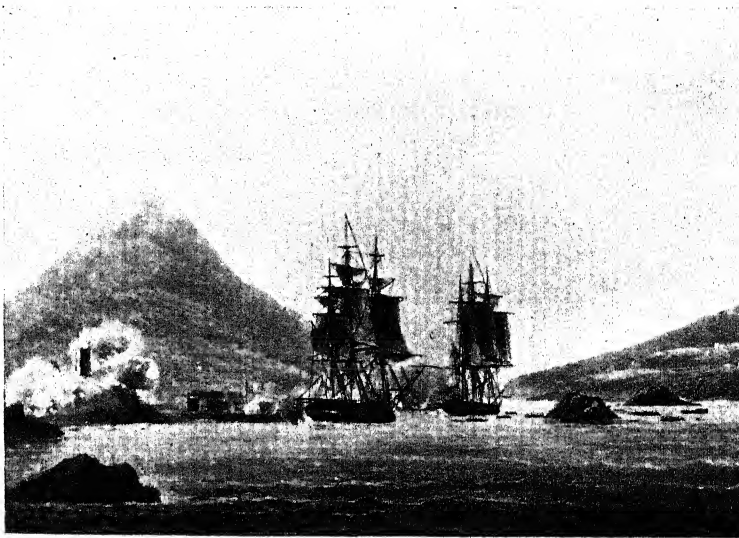
On April 22nd, 1854, the "Furious," commanded by Captain William Loring, was one of an Anglo-French squadron of nine vessels which took part in the bombardment of Odessa. The vessels circled off the forts at a range of about 2000 yards, and then anchored to better

their practice. They were assisted by a number of rocket boats, which did considerable damage. The bombardment lasted from 5 A.M. until 5.30 P.M. Several Russian ships in the military port burst into flames, and were ultimately destroyed. Several magazines were blown up, and the dockyard storehouses were destroyed. Several of the allied ships received many shot in their hull, and the total loss of the attackers appeared to have been 4 killed and 14 wounded.

In June 1854 the "Furious" made a reconnaissance of the port of Sebastopol, and offered battle to a superior Russian squadron of six steamers, but without result.

On October 17th, 1854, the "Furious," commanded by Captain William Loring, was one of a combined Anglo-French fleet of 54 vessels which took part in the first bombardment of

Sebastopol, under Vice-Admiral James Dundas with his flag in the "Britannia." Two Turkish ships of the line also assisted in the attack, which began from the land side at daybreak. There



After T. Whitcombe. Engraved by T. Sutherland.

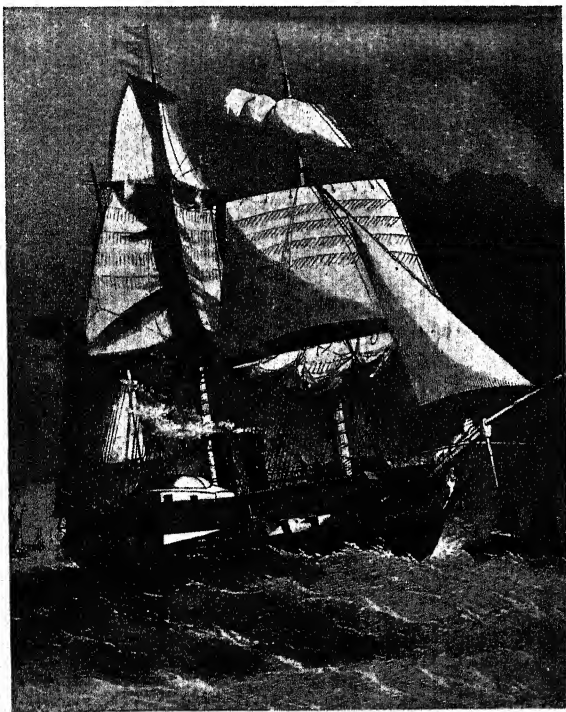
A. Ackermann.

THE CAPTURE OF PONA.

being no wind the steam vessels towed the sailing ships into action, the "Furious" towing the flagship "Britannia." The fleet began to bombard at 1.30 P.M., and withdrew again at 6 P.M., having lost 44 killed and 266 wounded. The French lost 212 killed and wounded, but the Russians in Sebastopol admitted a loss of 1100 killed and wounded, but the real number was believed to be much nearer 5000. The British ships suffered severely in masts, yards, and rigging, but very little serious damage was done to the Russian batteries.

On February 17th, 1855, the "Furious" landed a rocket party, and assisted the Turks generally in the defence of Eupatoria against a determined Russian attack. The rocket party, outflanking the assaulting column as it reached the glacis, greatly contributed to throwing it into confusion, which led up to its ultimate retirement.

On May 22nd, 1855, the "Furious" was one of a British fleet of 33 vessels co-operating with French, Turkish, and Sardinian forces under Rear-Admiral Sir Edmund Lyons with his flag in the "Royal Albert," which sailed from Kamiesh Bay. On May 24th they reached Kertch, and landed troops. The Russians blew up their fortifications, abandoned 100 guns, and retired after having destroyed three steamers, several



From a contemporary "Illustrated London News."

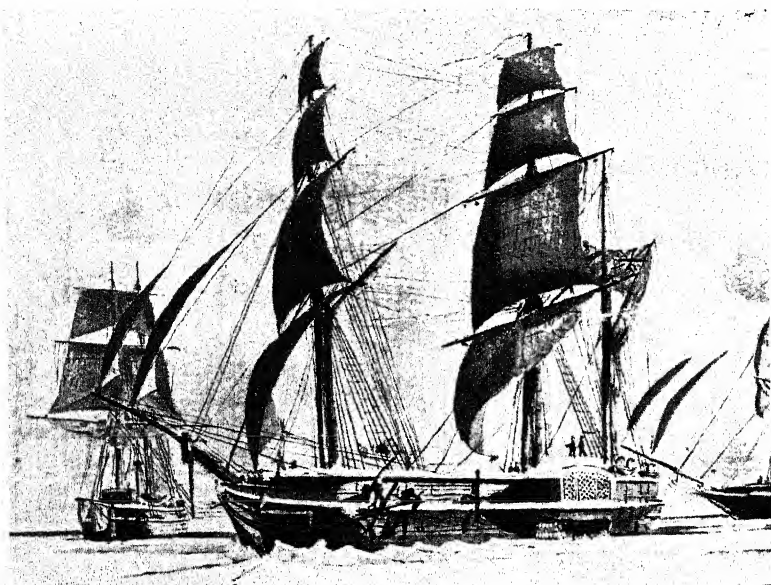
THE FIFTH "FURIOUS."

other heavily armed vessels, as well as large quantities of provisions, ammunition, and stores. These results were effected without loss to the allies, who captured 12,000 tons of coal.

THE KING'S SHIPS

FURIOUS

On October 7th, 1855, the "Furious," commanded by Captain William Loring, sailed from Sebastopol in an Anglo-French fleet of about 90 vessels, with nearly 10,000 troops, under Rear-

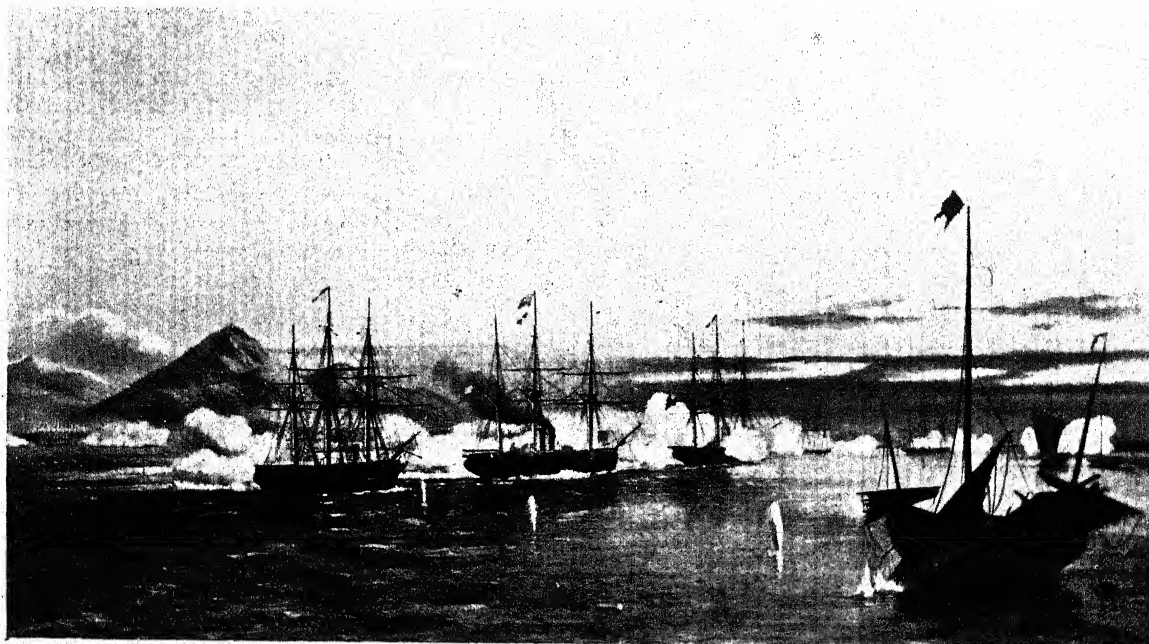


Admiral Francis S. Clayton.

THE FIFTH "FURIOUS" SAILING OUT OF ICE.

Admiral Sir Edmund Lyons with his flag in the "Royal Albert." They were to attack the fortress of Kinburn, and so harass the communications and rear of the large Russian army in the Crimea. They arrived off Kinburn on the 14th and landed the troops. The ships anchored with only two feet of water under their keels, and began a tremendous bombardment at 9.30 A.M. on October 17th, while the troops threatened from the landward side. After a few hours the Russians surrendered, and were permitted to march out with the honours of war, having lost only 45 killed and 130 wounded. The British had but two people hurt, and their injuries were due to

the explosion of a gun in a small ship. The employment of three French armoured vessels makes this action noteworthy, as well as the fact that only steam vessels were employed.



After F. le B. Bidwell. Lithographed by T. G. Dutton.

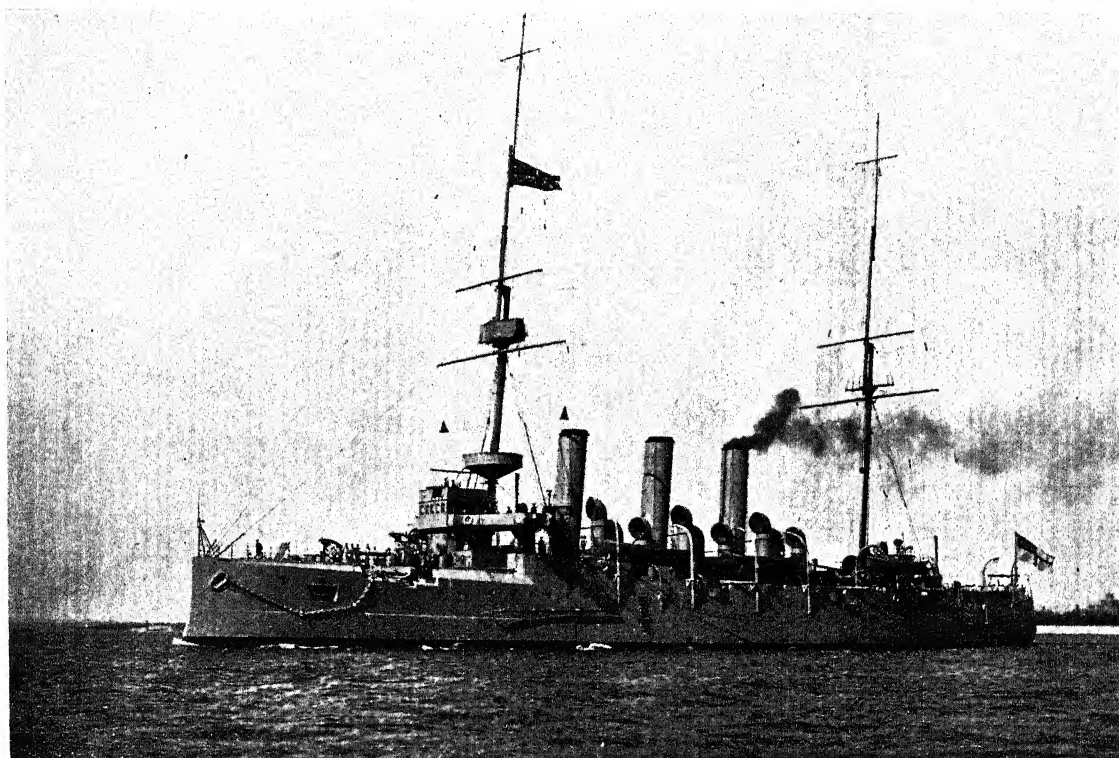
Commander Sir C. L. Cust, Bart., R.N., etc.

AFFAIR AT NANKING.

In 1857 the "Furious," commanded by Captain Sherard Osborne, took part in the second China War. On December 28th the "Furious" was one of a Franco-British fleet of 32 ships which took part in the bombardment of Canton under Admiral Sir Michael Seymour. British

and French troops, and a Naval Brigade 1500 strong, were landed, and co-operated in the attack. On the 29th scaling ladders were sent forward, and an hour after the assault the town was captured and occupied, and 400 guns were destroyed. The Naval Brigade in the whole operations lost 7 killed and 32 wounded.

On May 20th, 1858, the men from the "Furious," and Captain Sherard Osborne, contributed to a Naval Brigade nearly 1200 strong which co-operated with a combined French and British force of 11 ships in an attack on the Taku forts, under Admiral Sir Michael Seymour with his flag temporarily in "Slaney." The attack began at 10.30 A.M. from the seaward, and simultaneously a large landing party went ashore in the boats. At the end of a quarter of an hour the enemy's fire ceased, and after floundering through 50 yards of mud the landing party took possession. During the operations the enemy sent down numerous junks full of flaming straw; but the ships drove off the people who were trying to guide them with ropes from the



THE SIXTH "FURIOUS,"

From the photograph by Ernest Hopkins.

shore, and the firecraft burned themselves out innocuously. In these operations the British lost 4 killed and 16 wounded, and the French had 67 killed and wounded.

In November 1858 the "Furious," commanded by Captain Sherard Osborne, was one of five vessels which escorted Lord Elgin upon an expedition to Hankow. The Taeping rebels at Nankin opened fire with their batteries, and an engagement resulted which caused considerable loss to the Chinese. There were one or two other collisions with the Taipings during this expedition, firstly at the Nankin forts and secondly on November 26th at Nanking. In these operations in the Yang-tse-kiang River a midshipman lost an arm and a bluejacket a leg, but there were no other casualties.

The "Furious" ended her career as a coal depot at Portsmouth, and in 1884 she was sold.

The sixth "FURIOUS" is a 10-gun twin-screw cruiser, launched at Devonport in 1896. She is of 5750 tons, 10,000 horse-power, and 19 knots speed. Her length, beam, and draught are 320 ft., 57 ft., and 21 ft.

This ship was at one time fitted as an Experimental High Power Wireless Telegraphy Station, and in 1913 she was placed on the sale list.

ANCIENT WAR VESSELS

"F"

(For explanation regarding arrangement see page 51.)

Faaborg, 1807 (Danish)

Fagons, 1654

Fairfax, 1649—

- Penn's search for the Royalist ships . . . 1651
- Several actions with French ships . . . 1651
- Blake's action with Tromp off Dover . . . 1652
- The battle of Kentish Knock . . . 1652
- The battle off Portland . . . 1653
- Burnt by negligence . . . 1653
- Suppression of Mediterranean piracy . . . 1658

Fair Rosamond, 1831. See also **Rosamond**

Falcon Blanco Mayor, 1589 (Spanish)

Falkland, 1690, **Falkland Prize**—

- First man-of-war launched in North America . . . 1690
- Captured a French 54-gun ship . . . 1704
- Operations against Newfoundland . . . 1707
- Anson's action with De la Jonquière . . . 1747
- Hawke's action with De Conflans in Quiberon Bay . . . 1759
- Operations in River St. Lawrence . . . 1760
- The capture of Montreal . . . 1760
- The conquest of Canada . . . 1760
- The capture of Dominica . . . 1761
- The capture of Martinique . . . 1762

Fancy, 1588 (hired and armed)—

- The campaign of the Spanish Armada . . . 1588
- Foundered in the Baltic . . . 1811
- Operations against French (hired) . . . 1814
- The Russian war . . . 1855
- Operations in the Sea of Azof . . . 1855
- Affairs at Glofira and Crooked Spit . . . 1855
- The capture of Kinburn . . . 1855

Fanfan, 1665—

- The St. James's fight . . . 1666
- Sir Robert Holmes' "His Bonfire" . . . 1666

Fanfaron, 1809 (French)

Fanny, 1799 (hired)—

- Operations in River Parana . . . 1845
- The battle of Obligado . . . 1845
- Sunk off the Tuskar . . . 1878

Farmer's Goodwill, 16—. See also **Goodwill**, **Owner's Goodwill**, etc.

Farmer's Increase, 1801. See also **Trade's Increase**

Farquhar, 1810 (hired and armed)—

- The capture of Mauritius . . . 1810

Fastnet, 1903

Fateh, 1897—

- The occupation of Berber . . . 1897
- Reconnaissance up to Sixth Cataract . . . 1897
- The battle of Atbara . . . 1897
- The capture of Omdurman . . . 1898
- The reconquest of the Soudan . . . 1898
- The affair at Fashoda . . . 1898
- Operations in Nile . . . 1899, etc.

Favori, 1803 (French)

Favourite, 1740, **Favorite**—

- Assisted to capture French "Loire" . . . 1758
- Boscawen's action with De la Clue off Lagos . . . 1759
- Assisted to capture French "Achille" . . . 1761
- Assisted to capture French "Bouffonne" . . . 1761
- Assisted to capture Spanish "Hermione" . . . 1762
- Operations in the Falkland Islands . . . 1770
- The capture of Trinidad . . . 1797
- Action with a French squadron . . . 1806
- Captured by the French . . . 1806
- Recaptured by the British . . . 1807
- Intervention in the Friendly Islands . . . 1840

Fawkner (Victoria Naval name)

Fearless, 1798—

- Wrecked in Cawsand Bay . . . 1804
- Gambier's bombardment of Copenhagen . . . 1807
- Wrecked on the Spanish coast . . . 1812

THE KING'S SHIPS

- The second Boer war . . . 1899-1900
 The Heligoland Fight, etc. . . 1914
- Felicidade**, 1845 (Brazilian slaver)—
 Captured Spanish slaver "Echo" . . 1845
 Recaptured by Spaniards . . . 1845
 Again captured by British . . . 1845
 Foundered in Atlantic . . . 1845
 Crew suffered great privations . . 1845
- Felicité**, 1761 (French)
- Felicity**, 1784—
 Captured two Spanish gunboats . . 1806
- Felix**, 1803 (French)—
 The blockade of Brest . . . 1805
 Wrecked near Santander . . . 1807
- Feliz**, 1799 (Spanish)
- Fellowship**, 1644
- Fenella**, 1855
- Fénelon**, 1779 (French)
- Fénix**, 1762 (Spanish)
- Ferme**, 1702 (French)
- Feroz**, 1850? (E.I.C.)—
 The second Burmese war (E.I.C.) . . 1852
 The capture of Rangoon, etc. (E.I.C.) . 1852
 Wrecked in Irrawaddy (E.I.C.) . . 1853
 The capture of Bet Island (I.N.) . . 1859
- Feversham**, 1699—
 The capture of Port Royal, Bay of Fundy 1710
 Foundered off North America . . 1711
 Barnett's affair with De Caylus . . 1741
 Martin's operations at Naples . . 1742
 The battle off Toulon . . . 1744
- Fidèle**, 1809 (French)
- Fidélité**, 1782 (French)
- Fidelity**, 1861 (hired)—
 Operations against the King of Dahomey 1861
- Fidget**, 1854
- Fierce**, 1810
- Finch**, 1812—
 The battle of Lake Champlain . . 1814
- Findon**, 1805 (hired)—
 Operations against French . . 1805, etc.
- Fireball**, 16—
- Firebrand**, 1694—
 The battle off Velez Malaga . . 1704
 Operations in the Mediterranean . . 1705-7
 Wrecked off the Scillies . . . 1707
 Vernon's attack on Cartagena . . 1741
 Accidentally burnt near Falmouth . . 1781
 Operations in River Parana . . . 1845
 The battle of Obligado . . . 1845
 The blockade of the Danube . . . 1854
 Operations at Sulina Mouth . . . 1854
 Operations off Sebastopol . . . 1854
 The defence of Eupatoria . . . 1854
 The bombardment of Sebastopol . . 1854
 The capture of Kinburn . . . 1855
- Fire Bredre**, 1809 (French)
- Firedrake**, 1648—
 The battle of Bantry Bay . . . 1689
 Foundered . . . 1702
 The bombardment and capture of Isle D'Aix . . . 1758
 The capture of Goree . . . 1758
 The bombardment of Le Havre . . 1759
 The capture of Belle Isle . . . 1761
 The Heligoland Fight . . . 1914
- Firefly**, 1803—
 Foundered off Curaçoa . . . 1807
 Wrecked off British Honduras . . 1835
 Operations against pirates in River Congo 1852
 The expedition to the Baltic . . . 1855
 Operations off Cronstadt . . . 1855
 Early submarine mines . . . 1855
 Operations at Christenestad . . . 1855
 Operations in Gulf of Bothnia . . 1855
 The Syrian and Albanian survey . 1864, etc.
- Firm**, 1759—
 The blockade of River Morbihan . . 1759
 The blockade of the French coast . . 1805
 Actions with French invasion flotilla . 1805
 Assisted to capture French "Alcide" . 1810
 Wrecked on the French coast . . 1811
 Operations in the Black Sea . . . 1855
 The capture of Kinburn . . . 1855
 Operations in China . . . 1857-8
 The capture of the Taku forts . . 1858
 The suppression of Chinese piracy . 1857-8
- Firme**, 1797 (Spanish). See also **El Firme**
- Firme Union**, 1822 (Spanish slaver). See also **Union**
- Fishburn**, 1787 (store ship)—
 Early Australian colonists . . . 1787
- Five Stars**, 1679 (Algerine). See also **Seven Stars**
- Flambeau**, 1804
- Flamborough**, 1698—
 Action with the French . . . 1705
 Captured by the French . . . 1705
 Destroyed Spanish depot in Scotland . 1719
 Pearce's expedition to Florida . . 1740
 Howe's operations in Cancale Bay . . 1758
 Howe's expedition to Cherbourg . . 1758
 Action with French "Malicieuse," and French "Opale" . . . 1760
 The capture of Belle Isle . . . 1761
- Flame**, 1690—
 The battles of Barfleur and La Hogue . 1692
 Foundered in the Atlantic . . . 1697
- Flamer**, 1797—
 Assisted to destroy Danish "Navaden" 1812
 Assisted to capture Danish "Laaland" 1812
 Assisted to capture Danish "Samso" and Danish "Kiel" . . . 1812
 Wrecked on African coast . . . 1850
 Operations in the Black Sea . . . 1855
 The capture of Kinburn . . . 1855
 Operations in China . . . 1861-2
 Operations against the Taeping rebels . 1862

THE KING'S SHIPS

- Flamingo**, 1876
- Flandria**, 1706 (Spanish)
- Flash**, 1804
- Flaward** (?) 1417
- Flèche**, 1794 (French)
Wrecked in San Fiorenzo Bay . . . 1795
- Fleur de la Mer**, 1810 (French)—
Foundered in the Atlantic . . . 1811
- Flibustier**, 1798 (French)
- Flight**, 1592
Lost 1806
- Florence**, 1804 (hired)—
Operations against French . . . 1804, etc.
- Florentina**, 1800 (Spanish)
- Florida**, 1764. See also **West Florida**—
The surrender of Port Egmont . . . 1771
- Florizel**, 1912
- Flower**, 1695?
- Flower de Luce**, 1546
- Fly**, 1648? See also **Dragon Fly**, **Gadfly**, **Greenfly**, **Sandfly**, **Mayfly**, etc.—
Wrecked and lost 1695
The capture of Belle Isle 1761
The reduction of Isle D'Aix . . . 1761
Action with the French 1781
Captured by the French 1781
Operations at San Domingo 1794
Duchess of Devonshire's escape . . 1799
Foundered off Newfoundland . . . 1802
Action with French "La Fortune"
(E.I.C.) 1803
Captured by French (E.I.C.) . . . 1803
Wrecked in the Gulf of Florida . . 1805
Wrecked off Anholt 1812
Survey of the Great Barrier Reef . 1842-7
The Perak expedition 1875
- Fly by Night**, 1804 (hired lugger)—
Operations against French 1804
- Flying Horse**, 1679 (Algerine Corsair). See also
Golden Horse, **Red Horse**
- Folkestone**, 1299 (Cinque Ports fleet)—
Operations in the West Indies . . . 1705-6
Operations against a French convoy . 1705
Barnet's action with De Caylus . . 1741
Action with five French frigates . . 1778
Captured by the French 1778
Operations against French (hired) . 1804, etc.
- Force**, 1795
- Forefight**, 16—
- Forester**, 1657—
The capture of Martinique 1809
The battle of Fatshan Creek . . . 1857
The attack on the Peiho forts . . . 1859
The capture of the Taku forts . . . 1859
The Zulu war 1878
The Heligoland Fight 1914
- Forte de Nantz**, 1746 (Spanish)
- Fortitude**, 1780—
The Doggersbank Fight 1781
Lord Hood's occupation and operations
at Toulon 1793
Operation on coast of Corsica . . . 1794
Hotham's action off Genoa 1795
Hotham's action off Hyères 1795
- Fortuna**, 1805 (Spanish)
- Fortune**, 1522. See also **Mary Fortune**, **Royal Fortune**, etc.—
The campaign of the Spanish Armada . 1588
Action with Dutch ships 1652
Captured by the Dutch 1652
Byng's action off Minorca 1756
Captured a French 26-gun ship . . . 1757
Wallace's operations in Cancale Bay . 1779
Action with French "Iphigenie" and
"Gentille" 1780
Captured by the French 1780
Annexed Dutch "Brak" 1795
Operations at Carcasse Bay 1797
Operations in West Indies 1797
The defence of Les Irois 1797
Operations on Syrian coast 1797
Wrecked near Oporto 1797
Action with French "Salamine" . . . 1799
Captured by the French 1799
- Fortunée**, 1779 (French). See also **Morne Fortunée**—
Graves's action off the Chesapeake . 1781
Hood's action with De Grasse off St. Kitts 1782
Observed the battle of Dominica . . 1782
- Foudre**, 1779 (French)—
Action with French ships 1799
Recaptured by the French 1799
- Foudroyant**, 1696 (French)—
The capture of Martinique 1762
Keppel's action with D'Orvilliers off
Ushant 1778
Captured French "Pégase" 1782
Warren's action with Bompard . . . 1798
Assisted to capture French "Hoche" . 1798
Assisted to capture French "Bellone" 1798
Operations in the Mediterranean . . 1799
With Nelson at Palermo 1799
With Nelson at Naples 1799
The blockade of Malta 1800
Assisted to capture French "Généreux" 1800
Assisted to capture French "Guillaume
Tell" 1800
The capture of Malta 1800
Lord Keith's expulsion of the French
from Egypt 1801
Present at capture of French "Marengo" 1806
The blockade of the Tagus 1807
Succoured the Portuguese royal family 1807
- Fougueux**, 1696 (French)—
Captured French "Lys" 1755
The capture of Goree 1758
Wrecked after Trafalgar 1805
- Fouine**, 1798 (French)
- Fountain**, 1815. See also **New Fountain**

THE KING'S SHIPS

Four Brothers, 1795. See also **Brothers**, etc.
Four Sisters, 1653 (hired and armed). See also **Sisters**, etc.—
 The first battle of the North Foreland . . . 1653
Fourir, 1798 (Netherlands)
Fowey, 1696, **Fowye**, **Fowye Pink**—
 Assisted to capture French 54-gun ship . . . 1704
 Captured by the French . . . 1704
 Assisted to re-capture "Scarborough"
 from French . . . 1711
 Wrecked in Gulf of Florida . . . 1748
 The capture of Quebec . . . 1759
 The capture of Martinique . . . 1762
 The Havana expedition . . . 1762
 Captured Spanish "Ventura" . . . 1762
 Captured American "Washington" . . . 1776
 The defence of Savannah . . . 1779
 The defence of Yorktown . . . 1781
 Sunk in Chesapeake to avoid capture . . . 1781
 Operations against French (hired) . . . 1798, etc.
Foy, 1698
Frances, 1588. See also **Lady Frances**—
 The campaign of the Spanish Armada . . . 1588
 The blockade of the French coast (hired) . . . 1805
 Actions with French invasion flotilla . . . 1805
 Two affairs off Le Havre . . . 1805
Franchise, 1803 (French)—
 Boat operations at Campeche . . . 1806
 Captured Spanish "Raposa" . . . 1806
 Operations in the Baltic . . . 1807
 Operations at San Domingo . . . 1808
Francis, 1582 (exploration vessel). See also **Alice**
and Francis, **John and Francis**, etc.—
 Fenton's voyage of exploration . . . 1582
 Wrecked in the River Plate . . . 1583
 Last voyage of Drake and Hawkins . . . 1585
 Action with the Spaniards . . . 1585
 Captured by the Spaniards . . . 1585
 The blockade of Sallee . . . 1668
 Assisted to destroy seven Algerine ships . . . 1668
 Operations against West Indian piracy . . . 1683
 Destroyed Algerine "Trompeuse" . . . 1683
Francis Feeling, 1814
François, 1809 (French)
François de la Paix, 1710 (French)
François Marie, 1710 (French). See also **Marie**
Franklin, 1798. See also **Lady Franklin**
Frederick, 1798. See also **Prince Frederick**, **Royal**
Frederick, **Arve Prinds Frederick**, etc.
Frederikskoarn, 1807 (Danish)
Frederiksteen, 1807 (Danish), **Frederickstein**—
 Surveyed coast of Karamania . . . 1811
Frederiksund, 1807 (Danish)
Frederick William, 1860. See also **William**, **Royal**
William, etc.
Freedom, 1797 (French)—
 Burnt by British . . . 1797

Freja, 1800 (Danish), **Freija**, **Freya**—
 Restored to the Danes . . . 1800
Frelon, 1779 (French)
French Frigate, 1591. See also **England Frigate**
French Ruby, 1666. See also **Ruby**
Friedland, 1808 (Italian)
Friendship, 1763. See also **Love and Friendship**—
 Early Australian colonists (transport) . . . 1787-8
 Foundered off Guernsey . . . 1801
 Operations against French (hired) . . . 1803, etc.
 Dance's action with Linois (E.I.C.) . . . 1804
Frisk, 1804 (hired and armed)—
 Operations against French (hired) . . . 1804
 Calder's action off Ferrol . . . 1805
 Operations at Pointe de l'Aiguillon . . . 1805
Frisking, 1595 (exploration vessel)—
 Dudley's voyage of exploration . . . 1595
Frolic, 1812—
 The capture of Martinique . . . 1809
 Action with American "Wasp" . . . 1812
 Captured by the Americans . . . 1812
 Re-captured by the British . . . 1812
 Punitive operations in Malacca . . . 1874
 Punitive operations on the Gold Coast . . . 1885
Fubbs, 1682
Fuerte, 1807 (Spanish)
Fulminante, 1798 (French)—
 The capture of Minorca . . . 1798
 Wrecked on Egyptian coast . . . 1801
Furet, 1806 (French)
Furnace, 1697?—
 Middleton's voyage of Arctic exploration . . . 1741-2
 The capture of Goree . . . 1758
 The bombardment of Le Havre . . . 1759
 The capture of Belle Isle . . . 1761
 The reduction of Isle D'Aix . . . 1761
 Popham's expedition to Ostend . . . 1798
Fury, 1779—
 Operations in the North Sea . . . 1780
 Operations in the Mediterranean . . . 1793
 Captured French "Eliza" . . . 1796
 Lord Keith's expulsion of the French
 from Egypt . . . 1801
 The bombardment of Algiers . . . 1816
 Parry's Arctic exploration . . . 1821-3
 Parry's Arctic exploration . . . 1824-5
 Lost in the Arctic . . . 1825
 The suppression of Chinese piracy . . . 1849
 The Russian war . . . 1854
 Operations in the Black Sea . . . 1854
 The action in Escape Creek . . . 1857
 The battle of Fatshan Creek . . . 1857
 The capture of the Taku forts . . . 1857
 The attack on the Taku forts . . . 1858
Fuze, 1804
Fyen, 1807 (Danish)
Fylla, 1807 (Danish)

GANGES

The War of American Independence—

Lord Howe's relief of Gibraltar	1782
Lord Howe's action with Franco-Spaniards off Cape Spartel	1782

The Wars of the French Revolution and Empire—

Assisted to capture French " Jacobin "	1794
The capture of St. Lucia, St. Vincent, and Grenada .	1796
Nelson's bombardment of Copenhagen	1801
Dance's action in the Straits of Malacca . . .	1804
"My admirals see double"	1804

Gambier's bombardment of Copenhagen . . .	1807
The blockade of the Tagus	1807
Succoured the Portuguese Royal Family . . .	1807
The Walcheren expedition	1809

The defence of reduced grog allowance . . .	1823
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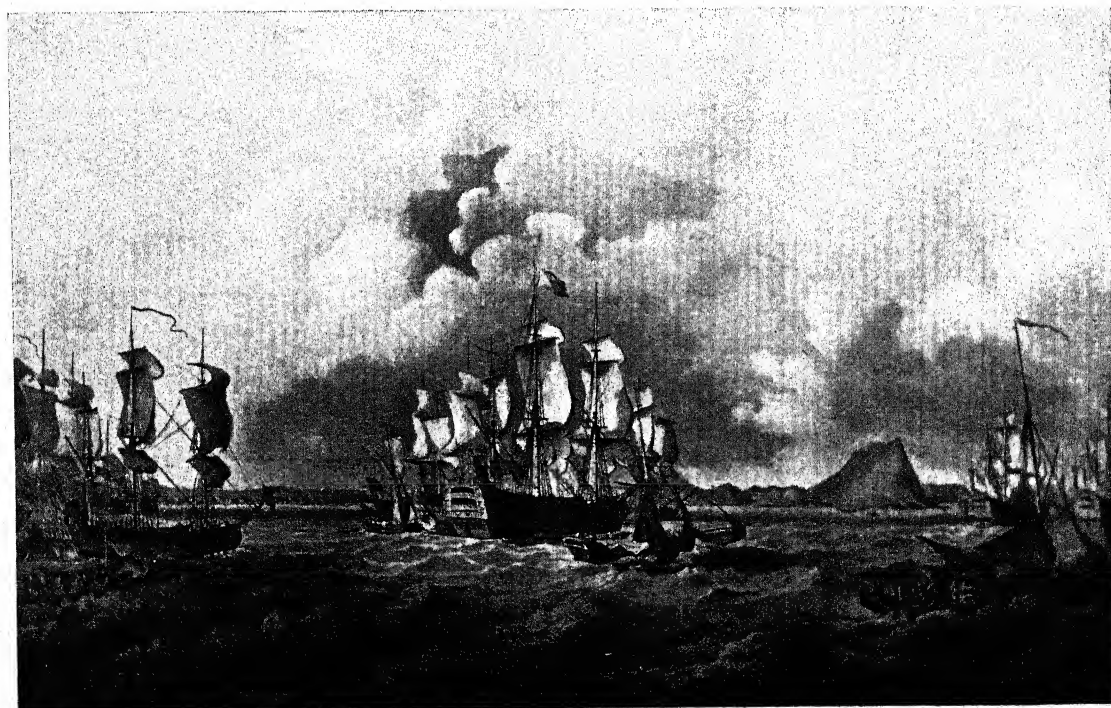
The Syrian War—

The blockade of the Syrian coast	1840
"What has been won by the sword shall be held by the sword"	1840
The bombardment of Beyrout	1840



GANGES.—A celebrated river of Hindostan, rising in the Himalayas at two points, respectively 13,000 and 18,000 ft. above sea-level. It meanders among the mountains for about 80 miles, and after a course estimated at 1940 miles long, discharges into the sea in several branches. The Hindoos hold its waters in high veneration, and it is visited annually by pilgrims from all parts of Hindostan. Happy are those accounted whose lot it is to perish in its streams; its estuary being considered by the Brahmins to be the termination of the "sacred stream." The river drains an area of 400,000 square miles, and carries down 535 million tons of mud annually.

The first "GANGES" was a 74-gun ship, built on the River Thames by the East India Company, and presented to the Government in 1779 during



After R. Paton. Engraved by D. Lepinrière.

LORD HOWE'S RELIEF OF GIBRALTAR.

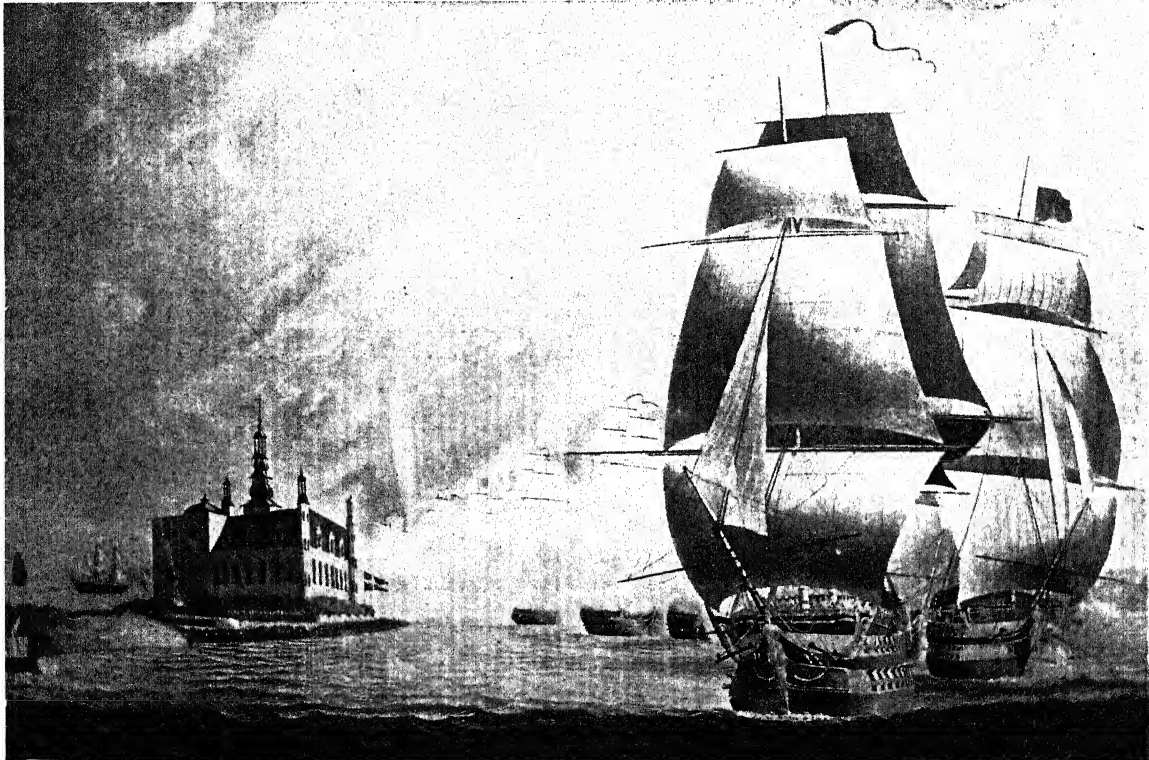
T. H. Parker, Brothers.

THE KING'S SHIPS

GANGES

the war with the American colonies. She was launched in March 1782, and at the same time this company presented two other 74's, and the necessary bounty for raising 6000 seamen. The "Ganges" was of 1655 tons, and carried a crew of 600 men. Her length, beam, and draught were 169 ft., 47 ft., and 18 ft.

In 1782 the "Ganges" sailed from Spithead on September 11th in a fleet of 183 sail in all. It was under the command of Admiral Lord Howe with his flag in "Victory" and destined for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. On October 8th, while off Cape St. Vincent, the "Latona" frigate was sent ahead for news, and returned on the 10th with the pleasing information that Gibraltar had successfully repulsed a big attempt at capture. Owing to Lord Howe's great skill and ability the enemy's fleet was



Painted and engraved by R. Dodd.

PASSAGE OF ÜRE SOUND.

H. C. Johnson, R.N.

held in check while the convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in the Straits of Gibraltar off Cape Spartel, and a partial and indecisive engagement resulted, in which the British loss was 68 killed and 208 wounded, to which the Ganges contributed 6 killed and 23 wounded. The French lost 60 killed and 320 wounded. But Gibraltar was relieved, and the English fleet regained Spithead on November 14th.

On October 30th, 1794, the "Ganges," commanded by Captain William Truscott, while in company with the "Montagu" captured in the West Indies the French 24-gun ship "Jacobin," which was found to be fitted with a furnace for heating shot red-hot.

In 1796 the "Ganges," commanded by Captain Robert M'Donall, was in a squadron which arrived at St. Lucia on April 26th under Rear-Admiral Hugh Cloberry Christian. A large number of troops under Lieutenant-General Sir Ralph Abercromby accompanied the expedition. Landings of the troops were effected in three different places, the guns of the "Ganges" assisting to cover the advance. Eight hundred seamen co-operated

in the military operations. Although the British had suffered some reverses, the whole island capitulated on May 24th, surrendering at the same time some 2000 men. From St. Lucia the whole expedition went to St. Vincent, which capitulated on June 11th after an obstinate resistance. From there they proceeded to Grenada, which surrendered a few days later.

In 1801 the "Ganges," commanded by Captain Thomas Francis Fremantle, was one of a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gun brigs commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Öre Sound on March 30th, and after encountering various navigational difficulties, anchored under fire opposite Copenhagen on April 3rd.

Then in came Lord Nelson, in the *Elephant*,
Next *Bellona* and *Ganges* so boldly they went.

The Danish defences besides forts, consisted of 18 men-of-war, together with armed hulks and floating batteries, moored in a 1½-mile line opposite the town. Two British men-of-war ran aground, and the six brigs were unable to get into action owing to tide. The action began at 10 A.M. and was general at 11.30. A furious cannonade followed, during which Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief four miles away to discontinue the action. By 3.30 P.M. letters were exchanged under flags of truce, and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen-weeks armistice was then agreed to, and the British forces withdrew. During the withdrawal several of the British ships ran aground, but the "Ganges" managed to shove the "Monarch" off. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. The "Ganges" lost 7 killed, including the master, Robert Stewart, and 1 wounded. Lord Nelson was elevated to the dignity of a Viscount for this victory.

In 1807 the British Government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly the "Ganges," commanded by Captain Peter Halkett and flying the broad pennant of Commodore Richard Goodwin Keats, sailed from England against Denmark in a fleet of 65 vessels under Admiral James Gambier with his flag in "Prince of Wales." In August they anchored four miles from Copenhagen and established a blockade. The "Ganges" with some small vessels took possession of the Great Belt passage, and so prevented assistance being sent to Copenhagen. A large army of men under General Lord Cathcart was landed, and laid siege to the city of Copenhagen. On August 23rd a flotilla of 25 small bombs, mortar boats, and gun brigs attacked Copenhagen from seaward, while the army got ready their batteries against the town. After much firing the Danes capitulated, and surrendered their entire fleet of 70 vessels to England. The big ships took no part in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet received the thanks of Parliament; Admiral Gambier was raised to the peerage, and Vice-Admiral Stanhope was given a baronetcy on account of these operations.

In 1807 the "Ganges," flying the broad pennant of Commodore Peter Halkett, was one of a squadron engaged in the blockade of the Tagus under Rear-Admiral Sir Sydney Smith with



Mrs. Stirling Lecky.

FIGURE-HEAD OF THE FOURTH "GANGES."

THE KING'S SHIPS

GANGES

his flag in "Hibernia." The Portuguese Royal Family, headed by Prince Regent Dom João, then allowed themselves to be persuaded to leave Portugal until the trouble with France was settled.

On July 28th, 1809, the "Ganges" sailed from the Downs in a fleet of 246 men-of-war of various kinds commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp, to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a naval character. The fleet assisted by the bombardment, siege, and capture of Flushing, and also in the landing of a Naval Brigade and in the capture of the island of Walcheren. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the island of Walcheren with its batteries, basins, and arsenals

had been reduced, the British forces withdrew.

In 1816 this ship was broken up.

The second "GANGES" was a 36-gun East India Company's ship, launched in 1778.

Strictly speaking it may be considered that this vessel, not being one of His Majesty's ships, should not find a place in this record. She is included, however, on account of her war service.

On February 14th, 1804, the "Ganges," commanded by Master William Moffat, was one of a fleet of 31 sail in all, with valuables on board worth £8,000,000.

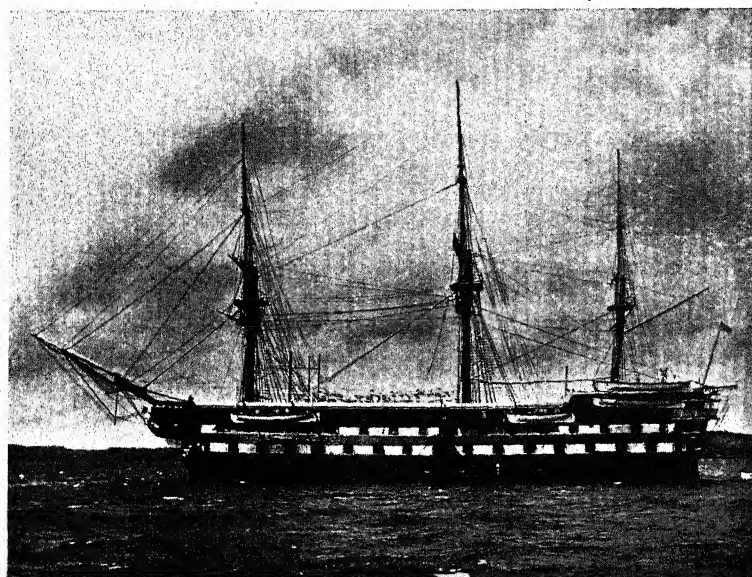
They most gallantly repulsed and ignominiously routed a French force of five ships under Admiral Linois in the Straits of Malacca. The East Indiamen with their light guns and narrow scantling would have been no match for the French men-of-war if they had been attacked with courage. Nathaniel Dance, master, and Senior officer of the squadron, was most deservedly knighted for this service, and the East India Company distributed a sum of £50,000 among the officers and crew. A medal was struck in commemoration of this action. "Tell Admiral Linois," said Napoleon after this affair, "he has shown want of courage of mind, that kind of courage which I consider the highest quality in a leader. All the enterprises at sea have missed fire, because my admirals see double, and have discovered, I know not how or where, that war can be made without running risks."

The third "GANGES" was an armed brig in the service of the East India Company.

The observations made with reference to the previous "Ganges" apply also to this vessel.

On February 14th, 1804, she took part in Nathaniel Dance's action with the French squadron in the Straits of Malacca, as related above, and on board her at the time was Lieutenant Robert Merrick Fowler, R.N., serving as a volunteer.

The fourth "GANGES" was an 84-gun ship, launched at Bombay in 1821.



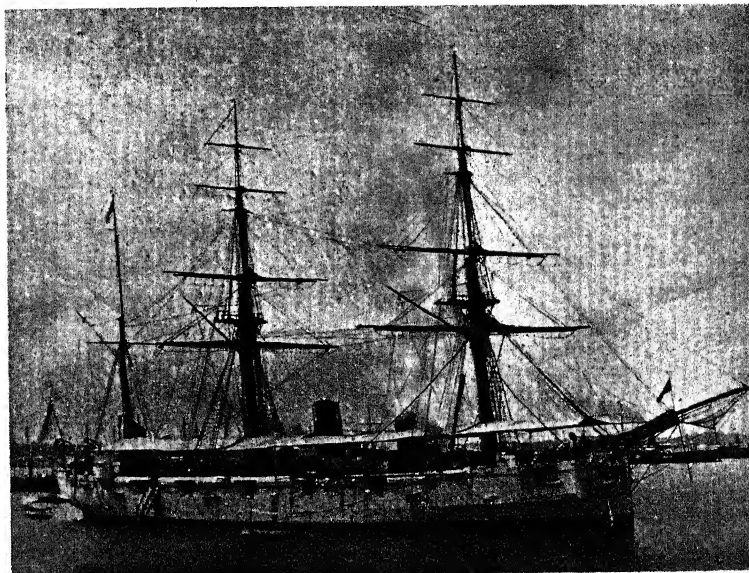
From the photograph by H. J. Symonds.

THE FOURTH "GANGES."

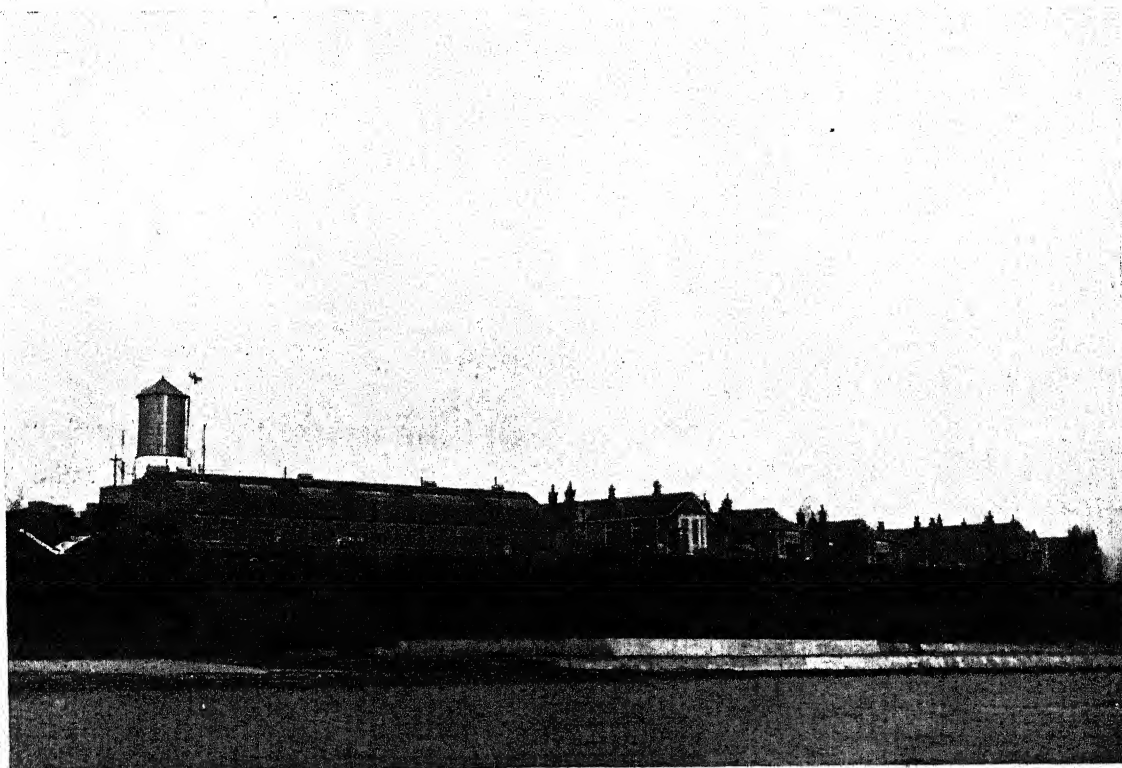
She was of 2284 tons, and carried a crew of 700 men. Her length and beam were 196 ft. and 52 ft.

In 1823 the daily allowance of neat rum was reduced from a half to a quarter of a pint. This reform was brought about by Captain Sir John Phillimore with the consent of the crew of the "Thetis," which he commanded. The Admiralty wrote that "if the 'Thetis's' ship's company would try it first, they would allow it." This innovation made the ship's company of the "Thetis" unpopular, and even led to fighting, but the crew of the "Ganges" returning to England, they announced that they would not allow the men of the "Thetis" to be maltreated, as they had found the change most beneficial; it enabled them, they said, to have meat every day, cocoa, and tea, and gave them two shillings a month extra pay.

In 1840 the "Ganges," commanded by Captain Barrington Reynolds, was one of a com-



Admiral W. R. Clutterbuck.
THE SIXTH "GANGES."



SHOTLEY BARRACKS FROM THE RIVER STOUR.

From the photograph by O. G. Coates.

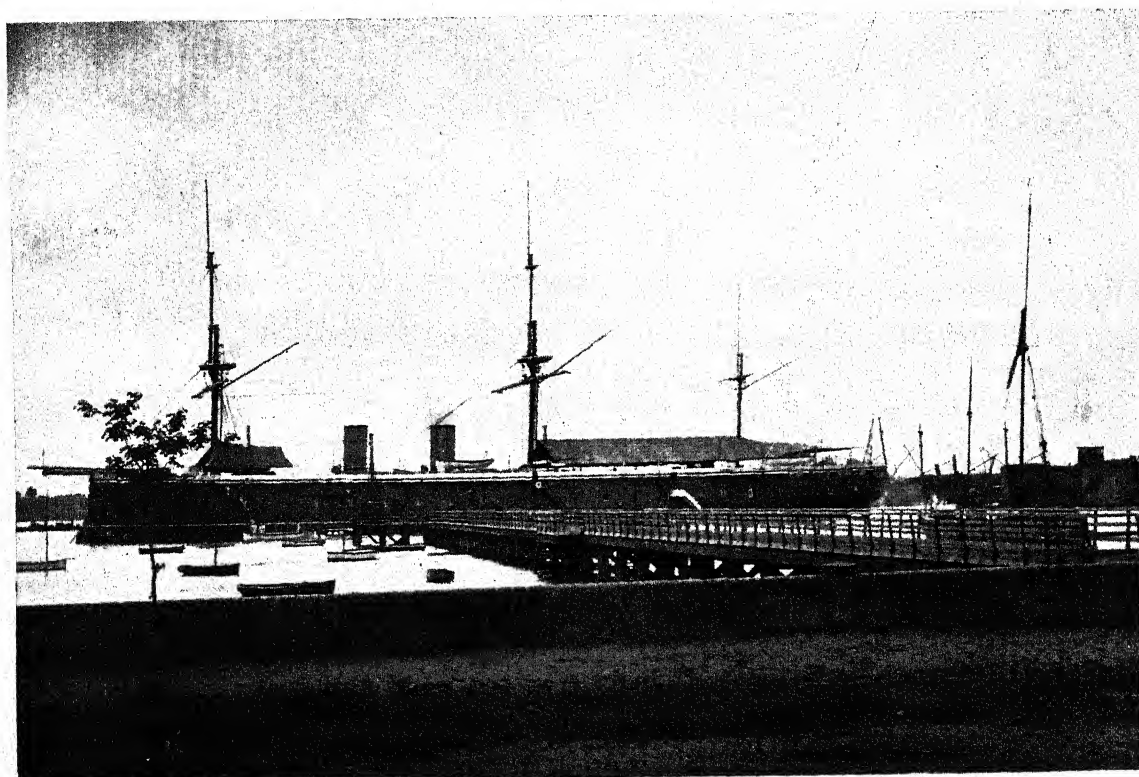
THE KING'S SHIPS

GANGES

bined fleet of 32 British, 8 Austrian, and 3 Turkish vessels under Admiral the Hon. Robert Stopford, with his flag in "Princess Charlotte," which were engaged in the blockade of the Syrian coast to prevent any further Egyptian advance against Turkey. After the Egyptians, in reply to an ultimatum, had said, "What has been won by the sword shall be held by the sword," operations were at once begun. On September 9th the majority of the fleet anchored off Beyrout, and escorted Turkish troops and British marines to points of vantage. Until October 10th, when it was occupied by the British, Beyrout was frequently bombarded. The "Ganges" then proceeded on detached blockade service, and did not take part in the subsequent bombardment and capture of St. Jean D'Acre. At the end of November the Egyptians made peace and evacuated Syria.

When in the Mediterranean this ship was conspicuous by having her lower masts painted black and then polished, the general custom being to paint them white.

This "Ganges" became a training-ship for boys at Falmouth in 1866, and was sub-



THE SEVENTH "GANGES" ("GANGES II").

From the photograph by O. G. Coates.

sequently transferred to Harwich where several old vessels were merged into the establishment.

In 1906 she was renamed "Tenedos III.," and in 1910 she became part of the training establishment for artificers at Devonport under the name of "Indus V."

The fifth "GANGES" was a hired armed transport, used during the war with Russia.

On November 14th, 1854, a tremendous hurricane devastated the coasts of the Crimea, and the "Ganges" was one of five British transports which were totally lost.

The sixth "GANGES" was an 8-gun screw corvette, which was launched in 1882 as the "Caroline." She was of 1420 tons, 1400 horse-power, and 13 knots speed. Her length, beam, and draught were 200 ft., 38 ft., and 14 ft.

This vessel acted for some years in the training establishment for boys at Shotley, and was used as a swimming bath.

The seventh "GANGES," known as "Ganges II." for some time, was a screw 17-gun ship which had been launched at Blackwall in 1863 as the "Minotaur." She was of 10,690 tons, and her length, beam, and draught were 400 ft., 59 ft., and 27 ft.

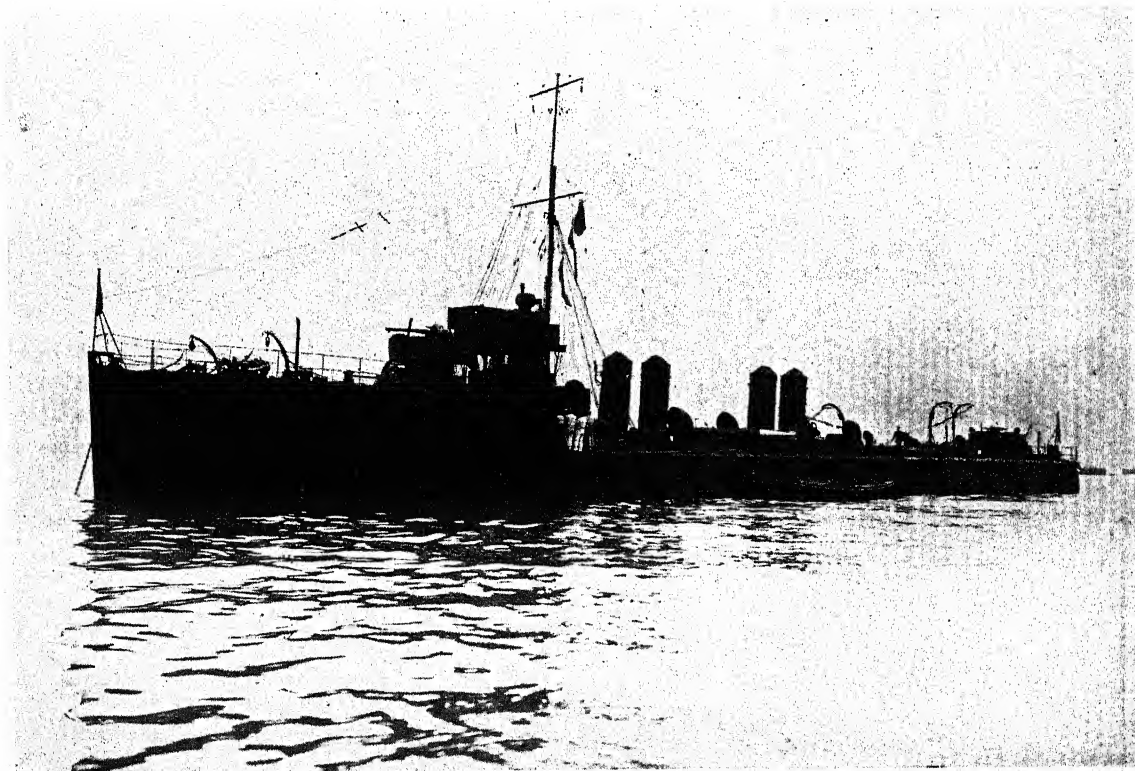
After service as a training-ship for youths at Portland and Harwich, she became part of the training establishment for boys at Shotley.

GARRY

GARRY.—A river of Perthshire, Scotland, which after a course of 20 miles joins the Tummel, 5 miles S.E. of Blair Atholl. It flows from a small lake of the same name in the wild district of Athol Forest. James Hogg, the Ettrick shepherd, speaks of it in his song of "Bonnie Prince Charlie."

Cam ye by Athol, lad with the philabeg,
Down by the Tummel, or banks o' the Garry?

The "GARRY" is a twin-screw torpedo-boat destroyer, launched at Poplar in 1905. She is of 590 tons, 7500 horse-power, and 25 knots speed. Her length, beam, and draught are 222 ft., 23 ft., and 10 ft.



THE "GARRY."

From the photograph by Ernest Hopkins.

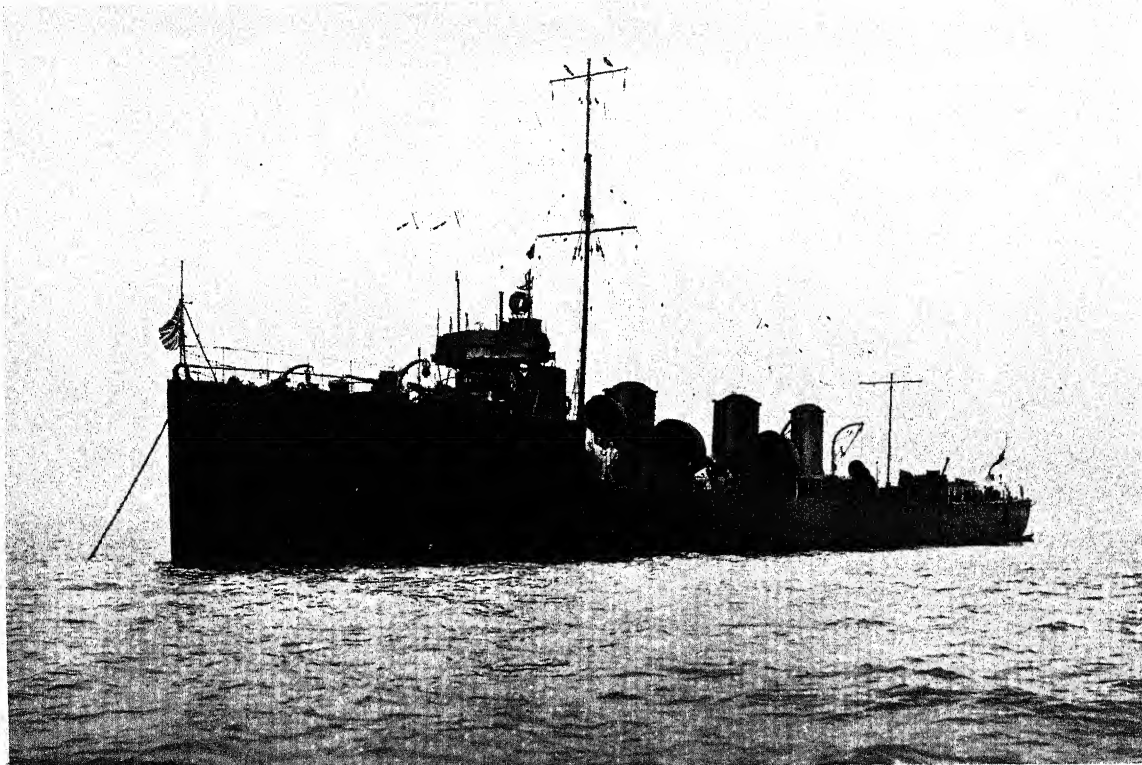
GHURKA



GHURKA.—The dominant and military race of those inhabiting the kingdom of Nepal, descendants of the Brahmins and Rajputs driven out of Hindustan by the Moslems. Considerable numbers of these men serve under the British in the native army of India, where they form separate regiments.

The first "GHURKA" was a first-class torpedo boat given by the Imperial Government to the Royal Indian Marine for the defence of Bombay. She was of 92 tons, and her length, beam, and draught were 130 ft., 15 ft., and 7 ft. She was built at Paisley in 1888, and was of 21 knots speed.

The second "GHURKA" is a turbine torpedo-boat destroyer, launched at Hawthorn Leslie's in 1907. She is of 870 tons, 14,250 horse-power, and 34 knots speed. Her length, beam, and draught are 255 ft., 26 ft., and 9 ft.



THE SECOND "GHURKA."

From the photograph by Ernest Hopkins.

GIBRALTAR

GIBRALTAR'S PRIZE. FUERTE DE GIBRALTAR

The Seven Years' War—

Captured French "Gleneur"	1756
Boscawen's action with De la Clue off Lagos	1759

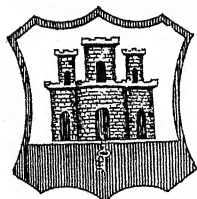
The War of American Independence—

Hood's action with De Grasse off Martinique	1781
Hughes's action with De Suffren off Cuddalore	1783

The Wars of the French Revolution and Empire—

The Glorious First of June	1794
Hotham's action off Hyères	1795
Operations at Porto Ferraio	1801
The blockade of Toulon	1803-4
Action in Basque Roads	1809

The Jameson Raid	1896
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GIBRALTAR.—A fortified seaport town and garrison, occupying a promontory in the southern extremity of Spain, at the entrance from the Atlantic into the Mediterranean. The promontory consists of a high rocky mountain, the ancient "Mons Calpe," and one of the "Pillars of Hercules," running from north to south about 3 miles in length, and $\frac{3}{4}$ of a mile wide. The highest point is the Sugar Loaf, 1439 ft. high. The north-east and south sides are precipitous and almost perpendicular, and no attack on the fortress has ever been made from these sides. The batteries and works have been erected on the western side which is assailable from the sea.

Captured from the Spaniards in 1704. Besieged in 1705, 1727, and lastly in 1782. Since then the British have retained uninterrupted possession. The key on the crest represents that the fortress of Gibraltar is the Key of the Mediterranean.

The first "GIBRALTAR" was a 20-gun ship, launched at Deptford in 1711, and rebuilt at that place in 1727. After rebuilding she was of 374 tons, and her length, beam, and draught were 106 ft., 28 ft., and 9 ft., and was practically a new ship.

On September 23rd, 1742, the "Gibraltar," under the command of Captain Thorpe Fowke, arrived at Jamaica with orders of recall for Admiral Edward Vernon and General Wentworth. This step had been rendered necessary by the continuous quarrelling which went on between these two officers during the various operations against the Spaniards.

In 1748 the "Gibraltar" was sold for £340.

The second "GIBRALTAR" was launched at Beaulieu in 1756, as a 20-gun frigate with a crew of 160 men. She was of 430 tons, and her length, beam, and draught were 108 ft., 30 ft., and 10 ft.

In 1756 the "Gibraltar" captured the French 16-gun ship "Gleneur," which was added to the Navy as the "Gibraltar's Prize."

In February 1757 the "Gibraltar" captured a French 26-gun privateer.

In 1759 the "Gibraltar," commanded by Captain William M'Cleverty, was cruising between Estepona and Ceuta, when on August 17th she sighted a French fleet of 15 vessels close under the Barbary shore. She at once returned to Gibraltar and reported the fact to Admiral the Hon. Edward Boscawen. Admiral Boscawen put to sea with a fleet of 29 ships and gave chase. There were only 7 French ships found. The English fleet got much scattered, but by 1 P.M. on the 18th eight English ships got up with the French and engaged them. Boscawen's flagship, the "Namur," was so disabled that the Admiral had to shift his flag. The French made off and the English chased through the night. During the afternoon the French ship "Centaure" had struck her colours, and during the night two French ships escaped. On the morning of the 19th the four remaining French ships stood into Lagos Bay. The French Admiral, M. De la Clue, was wounded, his flagship ran ashore, and she was forced to surrender. The other three anchored under the Portuguese batteries. The English attacked, burned one, and captured two, thus bringing to a conclusion a very satisfactory piece of work. The French suffered very heavily, but the British lost only 56 killed and 196 wounded. The "Gibraltar," not having been able to overtake her consorts, took only a passive part in the action, but she had the honour of taking home to England Flag-Captain Matthew Buckle with the despatches, who, in accordance with the usual custom in such cases, was presented with £500 by the king

THE KING'S SHIPS

GIBRALTAR

to buy a sword. Admiral Boscawen was given a Privy Councillorship and was made a General of marines.

On November 15th, 1759, the "Gibraltar," commanded by Captain William M'Cleverty, warned Admiral Sir Edward Hawke that the French fleet had sailed from Brest, but she did not take part in the subsequent English victory in Quiberon Bay.

In 1773 this "Gibraltar" was broken up at Portsmouth.

The third "GIBRALTAR" was called the "Gibraltar's Prize."

She was the 16-gun ship called the "Gleneur," captured from the French by the second "Gibraltar" in 1756. In 1763 she was sold for £500.



Drawn by Captain Jahleel Brenton, R.N.

Commander Robert Jukes Hughes, R.N.

THE SIXTH "GIBRALTAR" ASHORE ON THE PEARL ROCK, GIBRALTAR.

The fourth "GIBRALTAR," known as the "Gibraltar's Prize," was an 117-ton privateer taken by the second "Gibraltar" in February 1757. She was a 26-gun vessel and carried a crew of 50 men.

She was purchased for the Navy for £795, and in January 1761 she was sold for £135.

The fifth "GIBRALTAR" was a 14-gun brig, captured from the Americans in 1779. She was of 85 tons, and carried a crew of 45 men. Her length, beam, and draught were 63 ft., 21 ft., and 7 ft.

In July 1781 she was captured by the Spaniards while commanded by Lieutenant W. Anderson.

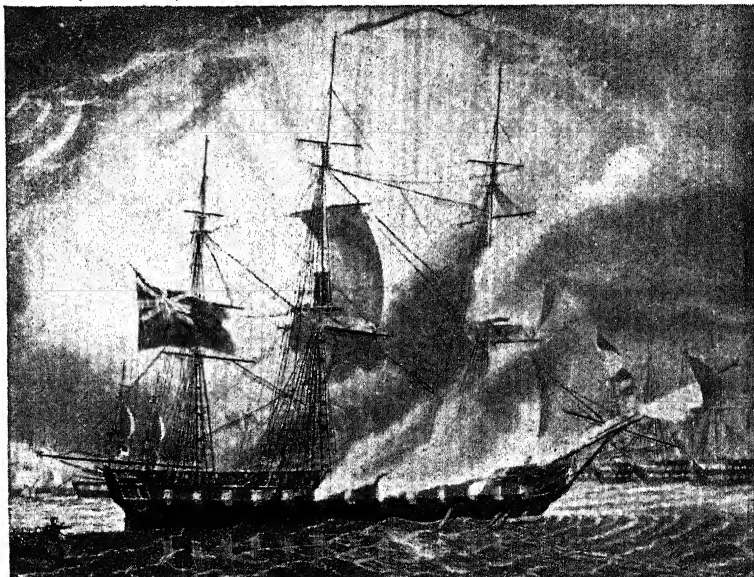
On June 29th, 1800, she was retaken from the Spaniards by the British 44-gun frigate "Anson" commanded by Captain Philip Calderwood Durham.

The sixth "GIBRALTAR" was an 80-gun ship, taken from the Spaniards off Cape St. Vincent in 1780 by Admiral Sir George Rodney. She had been called the "Fénix," and was of 2184 tons. Her length, beam, and draught were 179 ft., 53 ft., and 22 ft.

In the Spanish fleet the "Gibraltar" (then "Fénix") had flown the flag of Vice-Admiral Don Juan de Langara, and on the day of her capture narrowly escaped being wrecked owing to bad weather.

In 1781 the "Gibraltar," commanded by Captain Charles Knatchbull, and flying the flag of Rear-Admiral Francis Samuel Drake, was in a fleet of 20 ships commanded by Rear-Admiral Sir Samuel Hood, with his flag in "Barfleur." The French fleet, under the command of Rear-Admiral Comte de Grasse, consisted of 27 ships. The fleets sighted one another off Martinique on April 28th and manœuvred until noon on the 29th, when an indecisive and long-range action took place, in which three English ships were disabled. On April 30th, having failed to get into close touch with the enemy, Sir Samuel Hood stood away for St. Kitts. The "Gibraltar" lost 6 killed and 8 wounded.

In 1783 the "Gibraltar," commanded by Captain Thomas Hicks, and flying the broad pennant of Commodore Sir Richard Bickerton, Bart., took part in the fifth action in the East Indies between Vice-Admiral Sir Edward Hughes and Admiral de Suffren. It was fought on June 20th and was known as the battle off Cuddalore. The English fleet consisted of 21 and the French fleet of 18 vessels. The fleets met and the action began at 4 P.M. and lasted until 7 P.M. The curious point about this action is that, unknown to either belligerent, it was fought five months after the preliminaries of peace had been signed. Though no ships were taken on either side, the French gained a victory strategically and tactically, for by this action they prevented the reduction of Cuddalore. The English loss was 99 killed and 434 wounded, to which the "Gibraltar" contributed 6 killed, and 4 wounded. The French suffered 102 killed and 386 wounded.



Painted and engraved by R. Dodd. Commander the Rt. Hon. the Lord Ellenborough, R.N.

FIRESHIPS AT BASQUE ROADS.

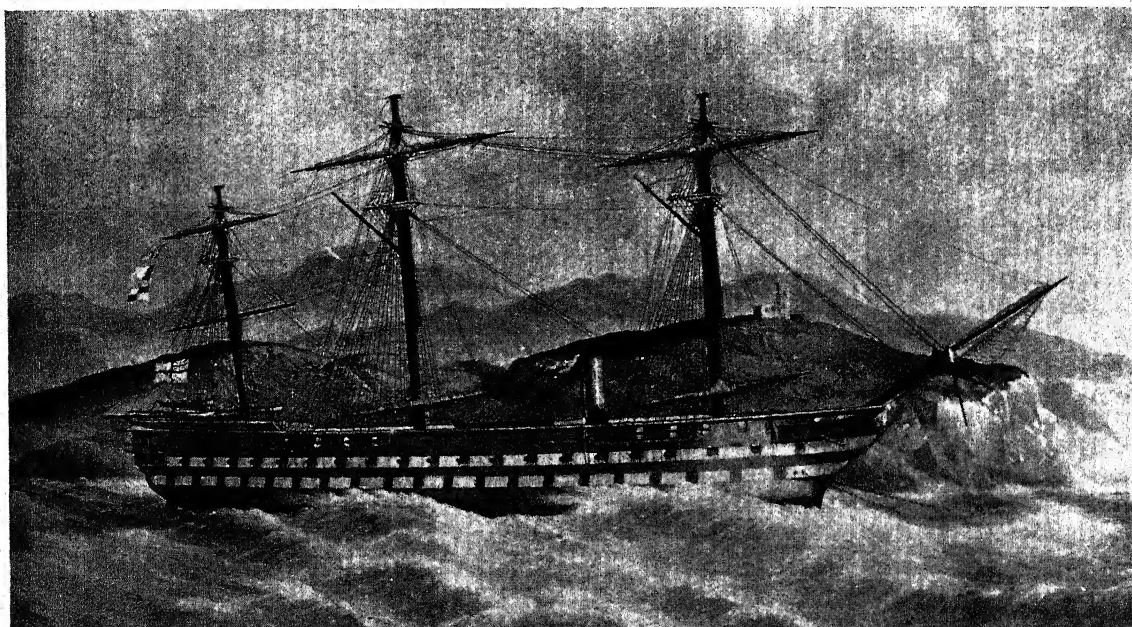
On May 5th, 1794, the "Gibraltar," commanded by Captain Thomas Mackenzie, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops, and hospital-ships, commanded by Admiral Earl Howe with his flag in "Queen Charlotte." Until May 28th Lord Howe searched for the French fleet which consisted of 26 ships, 7 frigates, and 4 small craft under Rear-Admiral Villaret-Joyeuse with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th an American brig and two small French frigates. On the 28th the French fleet were sighted and at once chased. A partial action began at 5 P.M. By 10 P.M. one French ship was disabled with 400 killed and wounded, but she was rescued and towed away. On May 29th a further action took place, in which the French were badly mauled and the British lost 67 killed and 128 wounded. On June 1st the British stood over to the attack, and the action began at 9.30. Howe's fleet broke through the French line in most cases and engaged from leeward. The "Gibraltar" engaged somewhat too far to windward, but her distant fire brought down the main and mizzen masts of the French three-decker "Républicain." The "Gibraltar's" fire was, however, so carelessly directed that some of it struck the "Queen Charlotte," the English flagship. Admiral Sir Edward Codrington, then a Lieutenant in the flagship "Queen Charlotte," wrote that after the action he said to one of the Lieutenants of the "Gibraltar," "Floyd, how is it that you were such cowards in the 'Gibraltar'?" The only ship you engaged was the 'Queen Charlotte.'" He replied, "You would be more surprised if I told you we were not cowards, and this is the reason, our Captain

THE KING'S SHIPS

GIBRALTAR

Mackenzie is about the stupidest man possible." Captain Mackenzie appears to have missed Lord Howe's two signals—"Each ship to take her opponent" and "Engage to leeward." By 11.30 A.M. the action was practically over, and the British had 11, and the French 12 more or less dismasted vessels. The British lost 290 killed and 858 wounded, which included 3 captains killed, and 3 admirals wounded. The French lost 6 ships captured, 1 sunk, and about 7000 men killed, wounded, or prisoners, on this the Glorious First of June 1794. The "Gibraltar" lost 2 killed and 12 wounded.

On July 7th, 1795, Captain Horatio Nelson discovered the French fleet off Cape de Melle, and returned to Admiral Hotham with the information after being chased. On July 9th the "Gibraltar," commanded by Captain John Pakenham, sailed from San Fiorenzi in a combined British and Neapolitan fleet of 32 vessels under Admiral Hotham with his flag in "Britannia." The French fleet under Vice-Admiral Martin consisted of 23 ships. On July 13th the French fleet was sighted off Hyères, and was at once chased by the British. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action.



Drawn by Vice-Admiral Richard B. Beechey.

THE EIGHTH "GIBRALTAR."

The British lost 11 killed and 28 wounded, and had captured one ship. Admiral Hotham's decision to cease fighting was very severely criticised by those qualified to do so.

On December 10th, 1796, the "Gibraltar" drove ashore, striking twice off Cabrita Point on the Pearl Rock in the Bay of Gibraltar. She lost her foretopmast and many of her sails were split. The ship was saved from destruction by Captain Pakenham's good seamanship, and her strength of hull, but had to return to Plymouth to be docked and repaired, and so missed the battle of Cape St. Vincent.

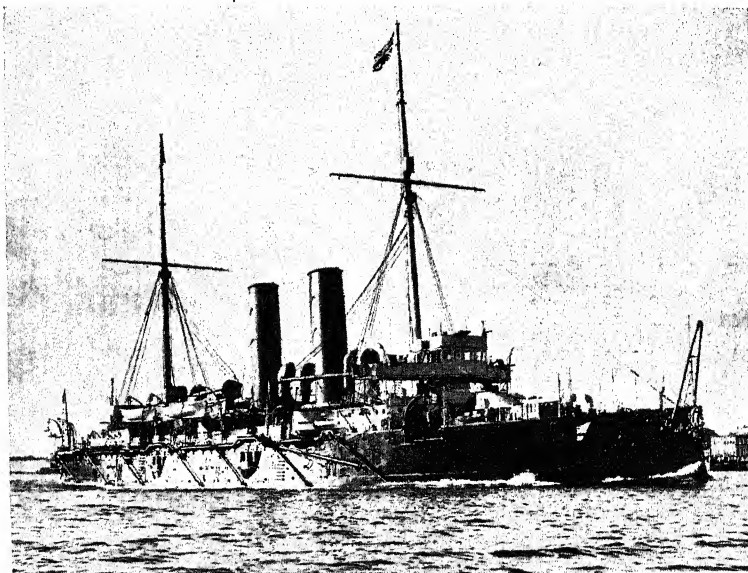
In 1801 the "Gibraltar," commanded by Captain William Hancock Kelly, was one of a squadron of 9 vessels commanded by Rear-Admiral Sir John B. Warren, which arrived off Porto Ferraio on September 12th. On the 14th about 700 seamen and marines were landed who attacked and destroyed several French batteries. But they were at last compelled to retire with a loss of 15 killed, 38 wounded, and 77 missing.

In May 1803 the ship's company of the "Gibraltar" showed signs of mutiny, in consequence of their being kept abroad after hostilities had ceased. Captain G. F. Ryves was appointed to the ship and succeeded in restoring discipline. He subsequently received the thanks of Vice-Admiral Lord Nelson for his survey of an anchorage in the Madalena Islands, which Captain Ryves had named "Agincourt Sound," after the ship in which he performed the service.

From 1803 to 1804 the "Gibraltar," commanded by Captain George Frederick Ryves,

was one of a fleet commanded by Vice-Admiral Lord Nelson, which was engaged in the blockade of Toulon.

On March 17th, 1809, the "Gibraltar," commanded by Captain Henry Lidgbird Ball, was one of a fleet of 60 sail in all, commanded by Admiral Lord Gambier, with his flag in "Caledonia," which anchored at Basque Roads to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. On April 11th twelve fireships, accompanied by explosion vessels and escorted by men-of-war, made sail towards the harbour, and broke the boom under a heavy fire. One of these fireships was commanded by Lieutenant John Cookesley of the "Gibraltar." The French fell into a great panic, and cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier, that if half the fleet were sent in, the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed and the two remaining French vessels ran ashore in endeavouring to escape. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. On the following day Lord Cochrane continued the attack, and on the 14th was recalled by Lord Gambier. He returned to England, where he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial and was fortunate in being acquitted, and in eventually receiving the thanks of both Houses of Parliament. Napoleon said that the French Admiral was a fool, the English Commander-in-Chief no better, and that Lord Cochrane had not been properly supported. Captain Lord Cochrane was made a K.B.



From the photograph by Ernest Hopkins.
THE NINTH "GIBRALTAR."

and several officers were promoted. The British lost 8 killed and 24 wounded.

In 1836 the "Gibraltar" was broken up.

The seventh "GIBRALTAR" was a 4-gun cutter, known as the "Fuerte de Gibraltar."

She was captured from the Spaniards on February 4th, 1805, by the "Mercury."

The eighth "GIBRALTAR" was an 101-gun screw ship, launched at Devonport in 1860. She was of 5724 tons, 800 horse-power, and carried a crew of 700 men. Her length, beam, and draught were 252 ft., 58 ft., and 20 ft.

The "Gibraltar" ended her career in the service of the Belfast training-ship committee, and her name was changed to "Grampian" in 1888.

In 1899 this vessel was sold.

The ninth "GIBRALTAR" is a 12-gun twin-screw cruiser, launched at Glasgow in 1892. She is of 7700 tons, 12,000 horse-power, and 19.7 knots speed. Her length, beam, and draught are 360 ft., 60 ft., and 24 ft.

In 1896 the "Gibraltar," commanded by Captain Harry Hughes Hallett, was one of a squadron of six ships which was specially commissioned in consequence of a congratulatory

THE KING'S SHIPS

GIPSY

telegram from the German Emperor to President Paul Kruger on the occasion of the repulse of Dr. Jameson's Raid. The ships were called the Particular Service squadron, and were commanded by Rear-Admiral Alfred Taylor Dale, with his flag in "Revenge."

GIPSY

GIPSEY. GYPSEY

The Wars of the French Revolution and Empire—
Captured French "Quid pro Quo" 1800

The attack on Curaçoa 1804
Engagement with French vessels off Colorados Reef . 1805



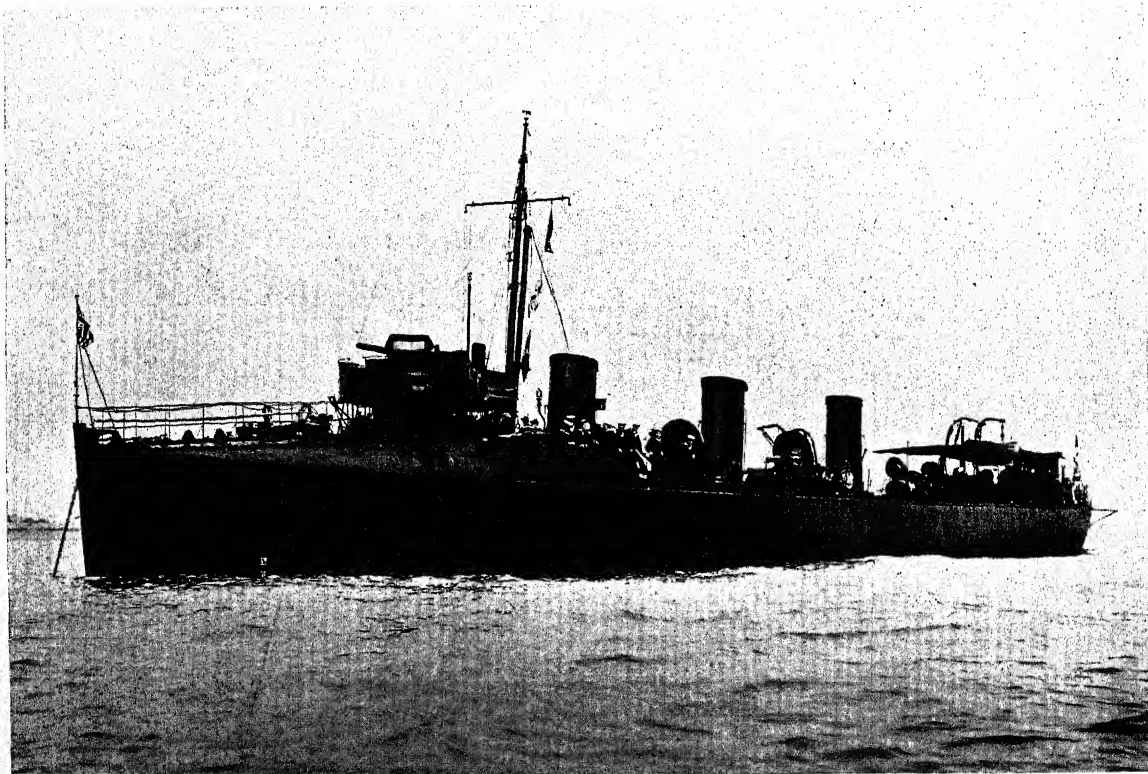
GIPSEY.—The Gipsies are an ancient wandering race popularly supposed to be descended from Ishmael, Hagar's son, and to have come from Egypt; hence their appellation. They appeared in Europe early in the fifteenth century from the East, and first reached England about 1514. They retain their own language and mode of life, though now scattered over all parts of the civilised world.

The first "GIPSEY" or "Gipsy" was a 10-gun schooner, launched in 1799.

On October 8th, 1800, the "Gipsy," commanded by Lieutenant Coryndon Boger, captured the French 8-gun vessel "Quid pro Quo" off Guadeloupe. It is possible that she is the same ship as the next.

The second "GIPSEY" was a 10-gun schooner, purchased at Jamaica in 1805 as "Gypsey" and fitted out by the "Abergavenny," the flagship at Port Royal, Jamaica. She was of 121 tons, and her length, beam, and draught were 69 ft., 20 ft., and 8 ft.

On January 30th, 1804, the "Gipsy," commanded by Lieutenant Michael Fitton, arrived at Curaçoa for an attack on that island in a squadron of five ships, commanded by Captain John Bligh, with his senior officer's pennant in "Theseus." Some 600 seamen and marines were



THE FOURTH "GIPSEY."

From the photograph by Ernest Hopkins.

landed, and several forts and batteries were successfully stormed and captured. The British suffered much from sickness and desertion, and the Dutch received reinforcements. On February 25th, therefore, Captain Bligh re-embarked his men after having reduced Fort Piscadero and abandoned the island, having lost 18 killed and 42 wounded in the operations.

On January 21st, 1805, the "Gipsey," commanded by Lieutenant Michael Fitton, was chased by five French privateers off Cape San Antonio. These she succeeded in separating by a feigned flight. She then turned and engaging the leading French vessel drove her on shore on the Colorados Reef, after a short running engagement.

In 1808 the "Gipsey" was sold at Jamaica.

The third "GIPSY" was a cutter, launched at Sheerness in 1836. She was of 70 tons, and her length, beam, and draught were 52 ft., 18 ft., and 8 ft.

The "Gipsy" ended her career as a coastguard tender at Cork, and in 1892 she was sold.

The fourth "GIPSY" is a twin-screw torpedo-boat destroyer, launched at Govan in 1897. She is of 380 tons, 6300 horse-power, and 30 knots speed. Her length, beam, and draught are 227 ft., 22 ft., and 9 ft.

GLASGOW

GLASGOW

The Seven Years' War—

Boscawen's action with De la Clue off Lagos . . . 1759

The capture of Havana . . . 1762

The War of American Independence—

Action with American squadron . . . 1776

The bombardment of Algiers . . . 1816

Succoured the "Impregnable" . . . 1816

The battle of Navarino . . . 1827



GLASGOW.—A Scottish city standing on both banks of the Clyde. The name is derived from the Gaelic "claisghu" (dark ravine), "glas-gow" (white smith), or "eglais-dhu" (black church). Made a Royal burgh by James VI., 1611. Famous for its extensive manufactures, textile fabrics, cotton spinning, printing, dyeing, carpets, embroideries, chemicals. Famous for its engineering and shipbuilding yards. Glasgow ranks as the fourth exporting port in the kingdom, and the value of the exports is about 20 millions annually. The town was founded by St. Mungo, who in 560 established a bishopric and a church, which formed the nucleus of the town.

The first "GLASGOW" or "Glasgow" was a 24-gun ship of 284 tons. She carried a crew of 115 men, and her length, beam, and draught were 92 ft., 26 ft., and 11 ft.

On May 1st, 1707, England and Scotland were incorporated into one kingdom, and a few vessels composing the Scots Navy—the "Glasgow" being one of these—became British with a blended ensign.

In 1719 this ship was sold for £115.

The second "GLASGOW" was a 24-gun sloop, launched at Hull in 1745. She was of 504 tons, and her length, beam, and draught were 112 ft., 32 ft., and 11 ft.

In 1759, under the command of Captain Andrew Wilkinson, she took part in Admiral the Hon. Edward Boscawen's victory over the French in Lagos Bay. On August 17th two frigates reported to Boscawen at Gibraltar that the French fleet were in sight. Admiral Boscawen at once proceeded to sea with 29 ships in all, and gave chase. There were only seven French ships. The English fleet got much scattered, but by 1 P.M. on the 18th eight English ships got up with the French and engaged them. Boscawen's flagship, the "Namur," was so disabled that the Admiral had to shift his flag. The French made off and the English chased through the night. During the afternoon the French ship "Centaure" had struck her colours, and during the night two French ships escaped. On the morning of the 19th the four remaining French ships stood into Lagos Bay. The French Admiral was wounded, his flagship ran ashore, and she was forced to surrender. The other three anchored under Portuguese batteries. The English attacked,

THE KING'S SHIPS

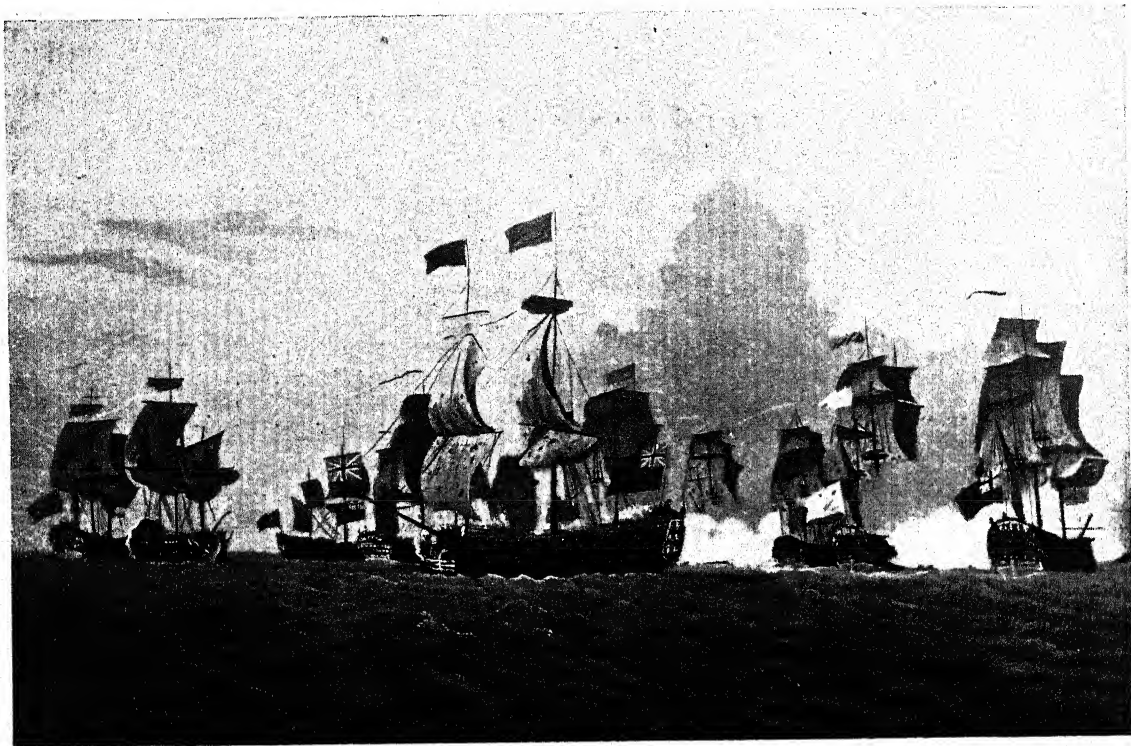
GLASGOW

burned one, and captured two, thus bringing to a conclusion a very satisfactory piece of work. The French lost very heavily, but the British lost only 56 killed and 196 wounded. The "Glasgow," not having been able to overtake the French ships, took only a passive part in the action. Admiral Boscawen was given a Privy Councillorship and was appointed a General of marines.

In 1756 the "Glasgow" was sold for £324.

The third "GLASGOW" was a 20-gun vessel of 452 tons, launched at Hull in 1757. She carried a crew of 160 men, and her length, beam, and draught were 109 ft., 30 ft., and 10 ft.

In 1762 the "Glasgow," under the command of Captain Richard Cartaret, was in a fleet



After R. Paton. Engraved by P. C. Canot and W. Woollett.

T. H. Parker, Brothers.

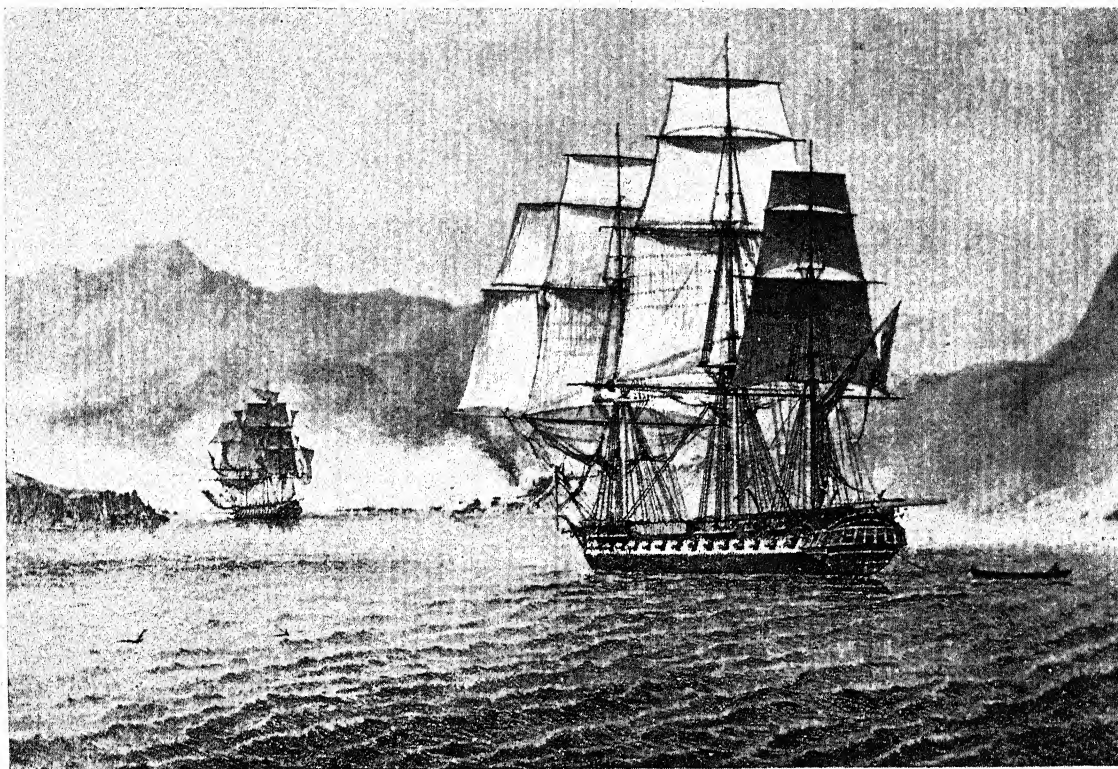
BOSCAWEN AND DE LA CLUE OFF LAGOS.

of 53 ships, besides storeships, hospital-ships, and transports with 15,000 troops. This force under Admiral Sir George Pocock (flag in "Namur") and George, Earl of Albemarle, who commanded the troops, proceeded to Havana to attack the Spaniards. On May 27th the fleet of 200 sail in all, stood away for the old strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana and, while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. Moro was bombarded, and although the Spaniards made a most gallant defence, Havana fell and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured, 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British lost 1790 killed and wounded. The division of prize money caused some heartburning. It worked out as follows: Admiral £123,000, captain £1600, petty officer £17, seaman or marine £4.

On April 6th, 1776, the "Glasgow," commanded by Captain Tyringham Howe, sailed into the middle of an American squadron of five ships under Commodore Hopkins. The "Glasgow" engaged for two hours with this very superior force, and succeeded in escaping, as the Americans thought the noise of firing would bring to the rescue a British squadron lying at Newport. The "Glasgow" lost 1 killed and 3 wounded. The Americans lost 24 killed and wounded.

On June 19th, 1779, the "Glasgow," while commanded by Captain Thomas Lloyd, arrived and anchored in Montego Bay, Jamaica, and almost immediately caught fire. The "Badger" was in harbour at the time under the command of Commander Horatio Nelson. Nelson promptly manned the "Badger's" boats, and forced the crew of the "Glasgow," who had thrown themselves into the sea, to return to their ship. He then directed them to throw their powder overboard, and to point their guns upwards. Owing to this resolute conduct only one life was lost, but the ship was burned to the water's edge. The fire was caused by a light carried by the steward, who was trying to steal rum out of the after hold.

The fourth "GLASGOW" was a 50-gun frigate, built on the Thames of pitch pine, and launched in 1814. She was of 1260 tons, and carried a crew of 340 men. Her length, beam, and draught were 159 ft., 42 ft., and 12 ft.



Lithographed by H. P. Reinagle.

THE FOURTH "GLASGOW."

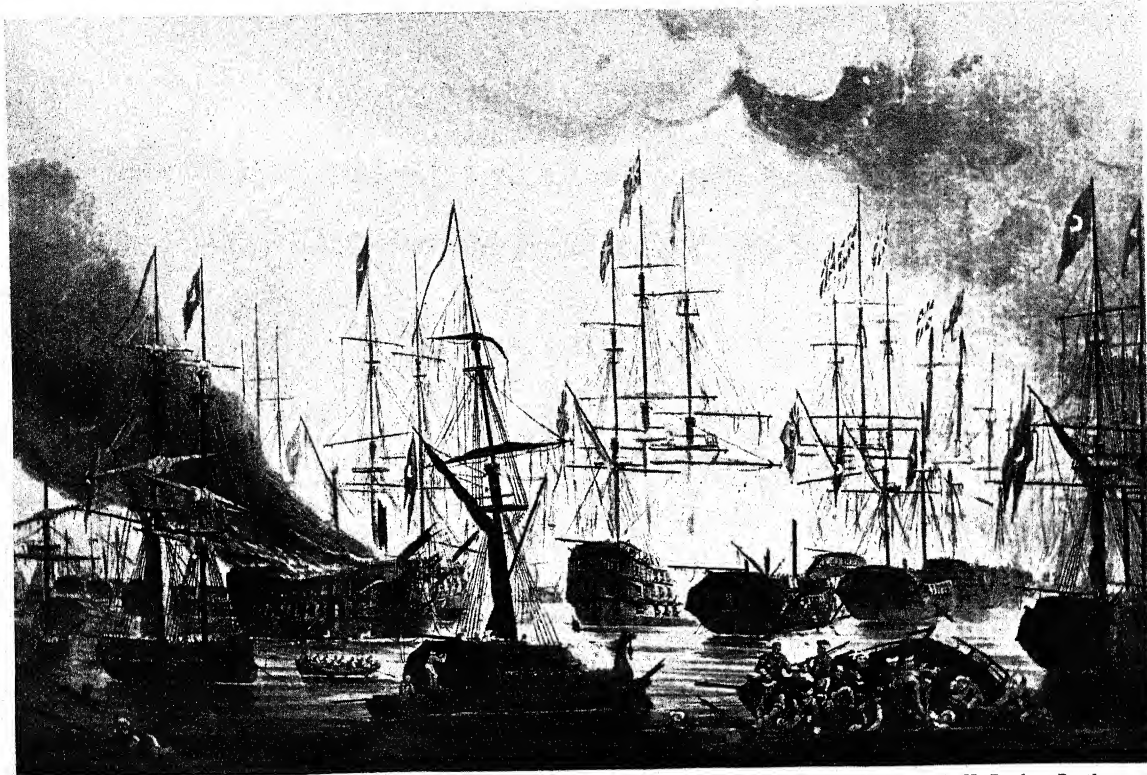
Commander Alfred H. Tarleton, R.N.

On August 14th, 1816, the "Glasgow," commanded by Captain Hon. Anthony Maitland, was one of a combined Anglo-Dutch fleet of about 36 vessels under Admiral Lord Exmouth, with his flag in "Queen Charlotte," proceeding from Gibraltar to bombard Algiers. The Dey was called upon to release Christian slaves, to refund certain monies which had been paid for the freeing of slaves, and to liberate the imprisoned British Consul. The Dey did not comply, whereupon the fleet stood into the bay and anchored on August 27th at 2.30 P.M. The bombardment, which was of a very fierce character, was at once begun, and by 7 P.M. the town, arsenal, storehouses, and vessels within the mole, were burning briskly. The Moorish guns, to the number of 1000, replied with vigour, and at 10 P.M. the Moorish fire having been practically silenced, the British fleet cut their cables, and stood out in the bay beyond reach of the forts, in case fire should be re-opened. On the following morning preparations were made to renew the bombardment, but the Dey at once acceded to the terms. Ten hundred and eighty-three Christian slaves were freed, ransoms were restored, and an indemnity of 3000 dollars, together with an apology, was tendered to the Consul. The Moors lost between four and seven thousand killed and wounded. The British lost 128 killed and 690 wounded, to which the "Glasgow" contributed 10 killed and 37 wounded. The "Glasgow" attacked Fishmarket Battery, and

THE KING'S SHIPS

GLASGOW

then went to the assistance of the "Impregnable," but got very severely mauled. Lord

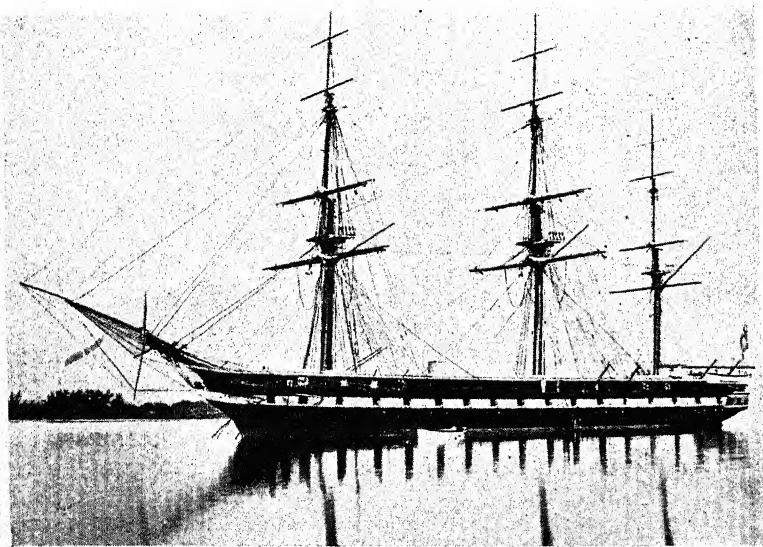


After Sir Theophilus Lee. Engraved by R. Smart.

BATTLE OF NAVARINO.

T. H. Parker, Brothers.

Exmouth was elevated to the dignity of Viscount Exmouth, and among other rewards Captain Maitland was made a C.B. During the bombardment the "Glasgow" fired 3000 round shot.



Captain Robert Jackson, R.N.

THE FIFTH "GLASGOW."

On October 20th, 1827, the "Glasgow," commanded by Captain the Hon. James Ashley Maude, was one of a combined Anglo-French-Russian fleet of 27 vessels in all, commanded by Vice-Admiral Sir Edward Codrington, with his flag in "Asia." On this day they stood into Navarino Harbour in Messenia to restrict the movements of a Turkish-Egyptian fleet of 89 men-of-war. The enemy very soon opened fire, and the action became general as the allies moored with springs on both anchors. The Turks behaved with great bravery, but their

fate was sealed, and they lost about 4000 killed and wounded in a very short time. The allies suffered considerably in the hulls and aloft, and lost 181 killed and 470 wounded, to which

the British contributed 80 killed and 206 wounded. The "Glasgow" effectually destroyed her opponents and assisted to destroy the batteries, losing only 2 men wounded. Sir Edward Codrington was made a G.C.B., all commanders and first lieutenants were promoted, and all captains and commanders who had not previously held the C.B. were rewarded with that honour.

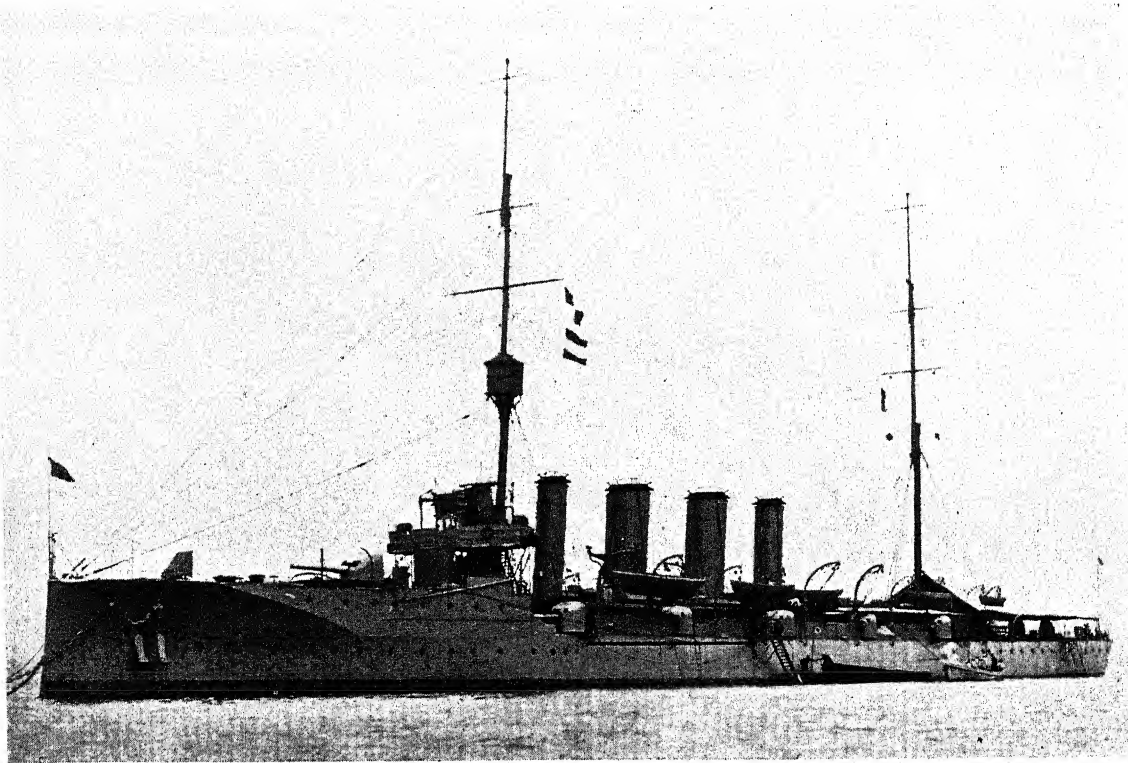
In 1829 the "Glasgow" was broken up.

The fifth "GLASGOW" was a 51-gun screw frigate, launched at Portsmouth in 1861. She was of 4020 tons, 2020 horse-power, and 12 knots speed. Her length, beam, and draught were 250 ft., 52 ft., and 22 ft.

She did only one commission from 1871 to 1875. When Lord Mayo, the Viceroy of India, was assassinated on February 8th, 1872, at the Andaman Islands, the "Glasgow" was in attendance and removed the body. She presented a melancholy sight as she steamed away, with her yards a-cockbill, her gaff drooped, and the Vice-Regal flag at half-mast.

In 1884 this ship was sold.

The sixth "GLASGOW" is a turbine cruiser, launched at Fairfield's Yard in 1910. She is of 4800 tons, 22,000 horse-power, and 25 knots speed. Her length, beam, and draught are 430 ft., 47 ft., and 15 ft.



THE SIXTH "GLASGOW."

From the photograph by H. J. Symonds.

GLORY

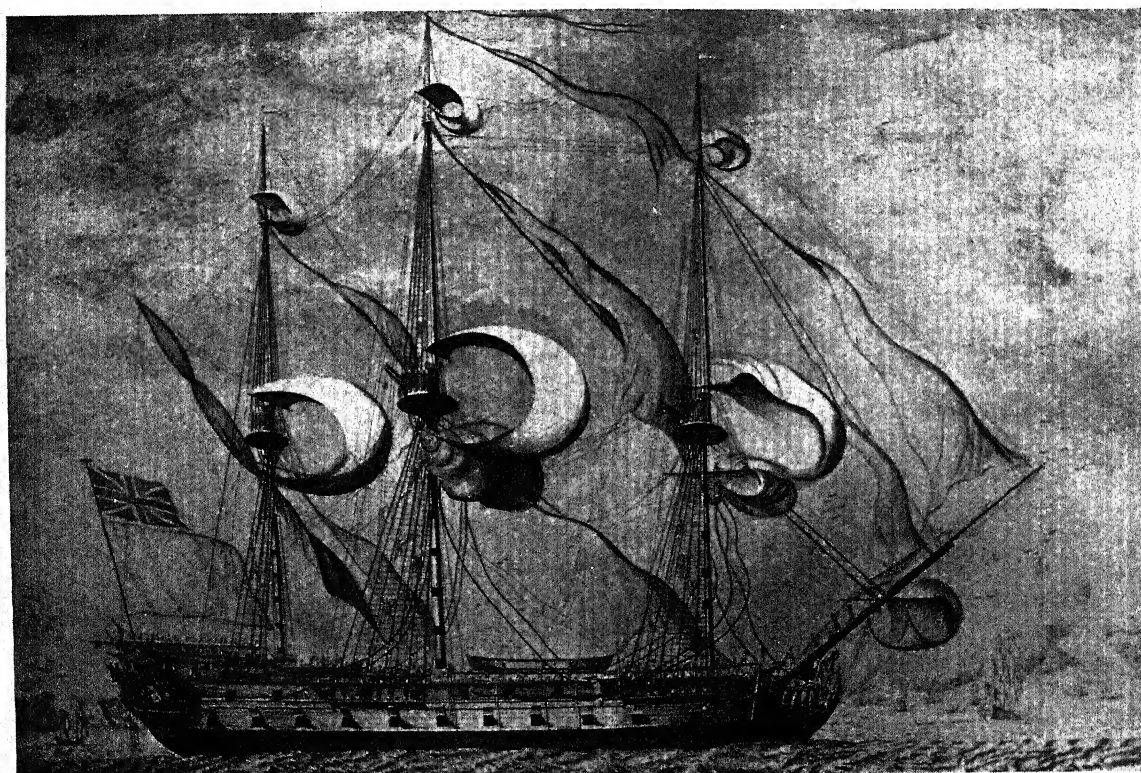
GLOIRE. GLORIEUX. GLORIOSO

"Monsieur, vous avez vaincu 'L'Invincible,' et la
 'Gloire' vous suit" 1747
 The Wars of the French Revolution and Empire—
 The Glorious First of June 1794

The blockades of Cadiz and Cartagena 1805
 Calder's action off Ferrol 1805
 The capture of Martinique 1809

GLORY.—Brightness; splendour; magnificence; praise ascribed in adoration; honour; renown; the Divine perfections or excellence; a circle of rays surrounding the persons of saints.

The first "GLORY" was a French frigate, captured as the "Gloire." She mounted 44 guns, was of 748 tons, and carried a crew of 280 men. Her length, beam, and draught were 131 ft., 36 ft., and 15 ft.



Engraved by R. Short.

Royal United Service Institution.

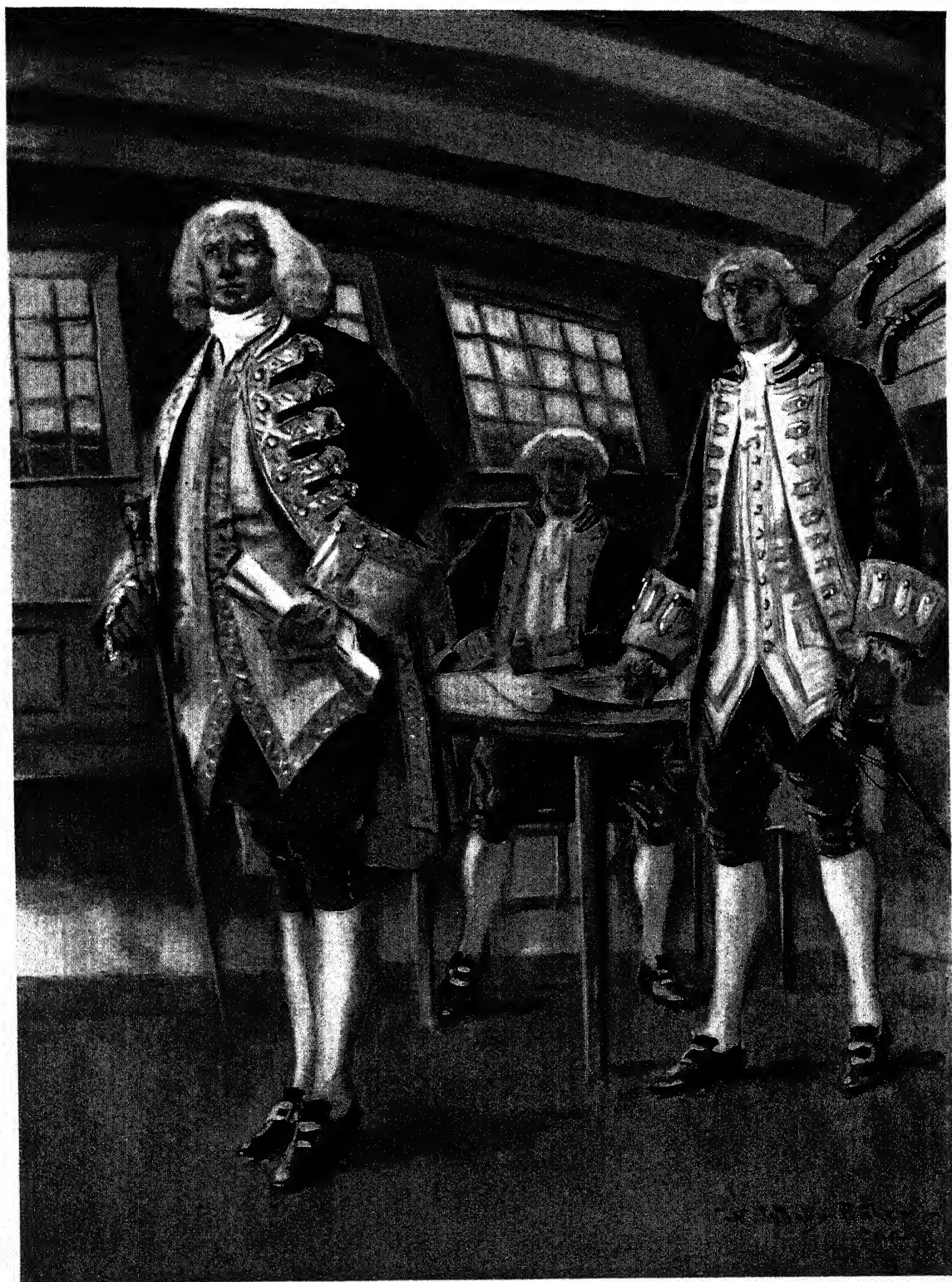
THE FIRST "GLORY."

She was taken on May 3rd, 1747, in the action fought off Cape Finisterre between Vice-Admiral George Anson and Admiral de la Jonquière. Thirteen of the French fleet were captured on this occasion, and specie to the value of £300,000 was taken from six of the French convoy, which were captured at the same time. When the French Commodore presented his sword to Admiral Anson, he did so with the following words, "Monsieur, vous avez vaincu 'L'Invincible,' et la 'Gloire' vous suit."

In 1763 the "Glory" was sold for £400.

OUR NAVAL OFFICERS
WHEN ANSON WAS FIRST LORD
Circa A.D. 1750-1760

IN THE ADMIRAL'S CABIN

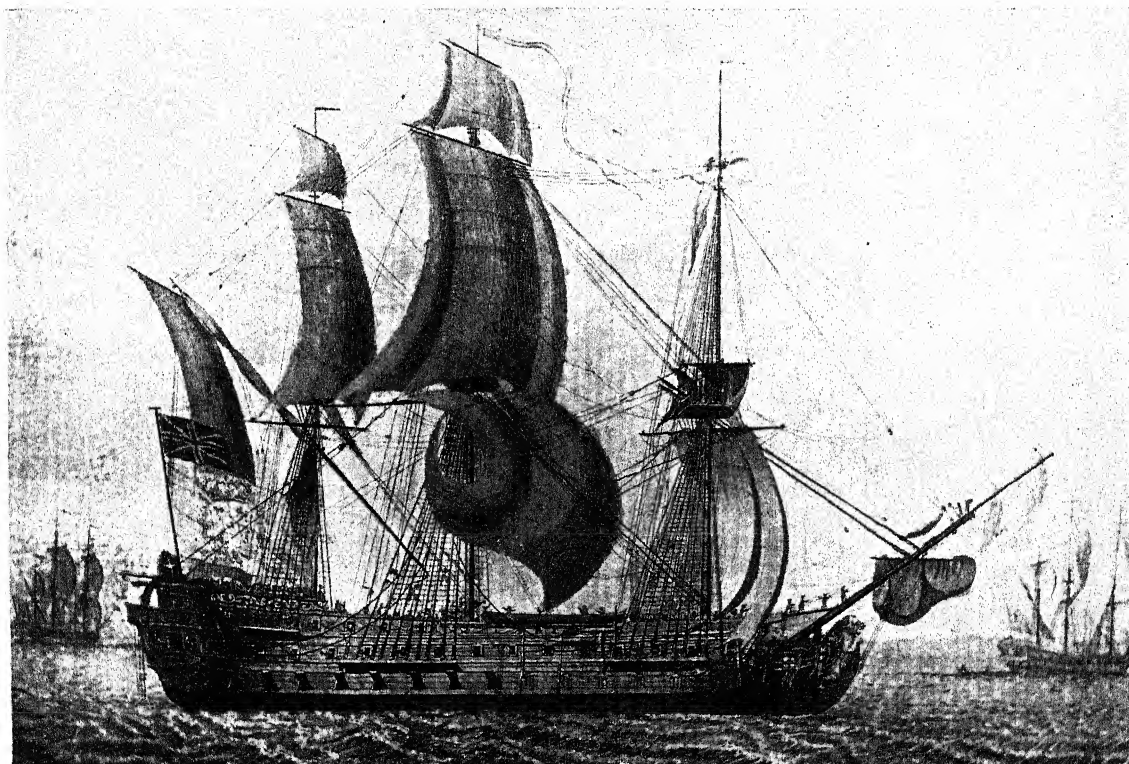


The second "GLORY" was a Spanish 74-gun ship, which, as the "Glorioso," was captured by the "Russell," Captain Matthew Buckle, on October 8th, 1747.

The third "GLORY" was a 32-gun frigate, launched at Hull in 1763. She was of 679 tons, and carried a crew of 220 men. Her length, beam, and draught were 125 ft., 35 ft., and 11 ft.

Before she had done any service her name was changed to "Apollo."

The fourth "GLORY" was the French 74-gun ship "Glorieux," which was captured by the "Royal Oak" during the Battle of Dominica on April 12th, 1782.



Engraved by J. Mynd.

THE SECOND "GLORY."

Royal United Service Institution.

In September 1782, while returning from Jamaica, under the command of Captain the Hon. T. Cadogan, the "Glorieux" foundered and was lost with all hands. A seaman from the "Ville de Paris," which foundered at the same time, was found floating on a spar. He remembered seeing the "Glorieux" sink, but on all other points his memory failed him.

The fifth "GLORY" was a 98-gun ship, launched at Plymouth in 1788. She was of 1944 tons, and carried a crew of 150 men. Her length, beam, and draught were 177 ft., 50 ft., and 19 ft.

She was only a 7-knot ship, and she was so slow that she could bring to action no ship that did not do her the civility of waiting for her.

On May 5th, 1774, the "Glory," commanded by Captain John Elphinstone, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops and hospital-ships, commanded by Admiral Earl Howe with his flag in "Queen Charlotte." Until the 28th Lord Howe searched for the French fleet which consisted of 26 ships, 7 frigates, and 4 small craft, under Rear-Admiral Villaret-Joyeuse with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th took an American brig and two small French frigates. On the 28th

THE KING'S SHIPS

GLORY

the French fleet were sighted and at once chased. A partial action began at 5 P.M. By 10 P.M. one French ship was disabled, with 400 killed and wounded, but was rescued and towed away. On May 29th a further action took place in which the French were badly mauled, and the British lost 67 killed and 128 wounded. The "Glory" distinguished herself by the deadliness and accuracy of her fire. On June 1st the British stood over to the attack, and the action began at 9.30. Howe's fleet broke through the line and engaged the French ships from leeward. The "Glory," sailing badly, was slow in getting into action, but at last cut the French line astern of the "Scipion," which ship she at once engaged and entirely dismasted, losing her own fore-topmast and mizzen-topgallant-mast in the process. Then ranging ahead she engaged the "Sans Pareil," and attacked the "Républicain." By 11.30 A.M. the action was practically over and the British had eleven, and the French twelve, more or less dismasted vessels. The British lost 290 killed and 858 wounded, which included 3 captains killed and 3 flag officers wounded. The "Glory" lost 13 killed and 39 wounded. The French lost six ships captured, one sunk, and about 7000 men killed, wounded, or prisoners, on this the Glorious First of June.



Painted and engraved by R. Dodd.

Alfred Davis.

THE FOURTH "GLORY" ("GLORIEUX") AFTER CAPTURE.

In 1797 the "Glory" was concerned in the mutiny at Spithead. The men complained that their wages were low, their leave was scanty, and their provisions were poor, and that the sick were insufficiently cared for and were unpaid while in hospital. There was much truth in their grievances. The Admiralty removed most of the causes for complaint, and the King pardoned the mutineers.

On March 12th, 1798, the "Glory," while commanded by Captain James Brine, again broke out into mutiny, and some 40 or 50 men went aft and endeavoured to remove the officer's beer cask from the Ward Room. Lieutenant W. H. Daniel was injured in the hand while the rioters were being secured. A little while afterwards 150 of the crew made a plan to throw all the officers overboard and take the ship into Brest. Two French fishermen who were on board had promised to pilot the ship into Brest, and the crew had arranged to sink the "Glory" by firing two guns obliquely down the main hatchway, if they saw any chance of the ship being overtaken and captured by any

of her own fleet. Fortunately the plot was discovered and the promoters were executed or flogged.

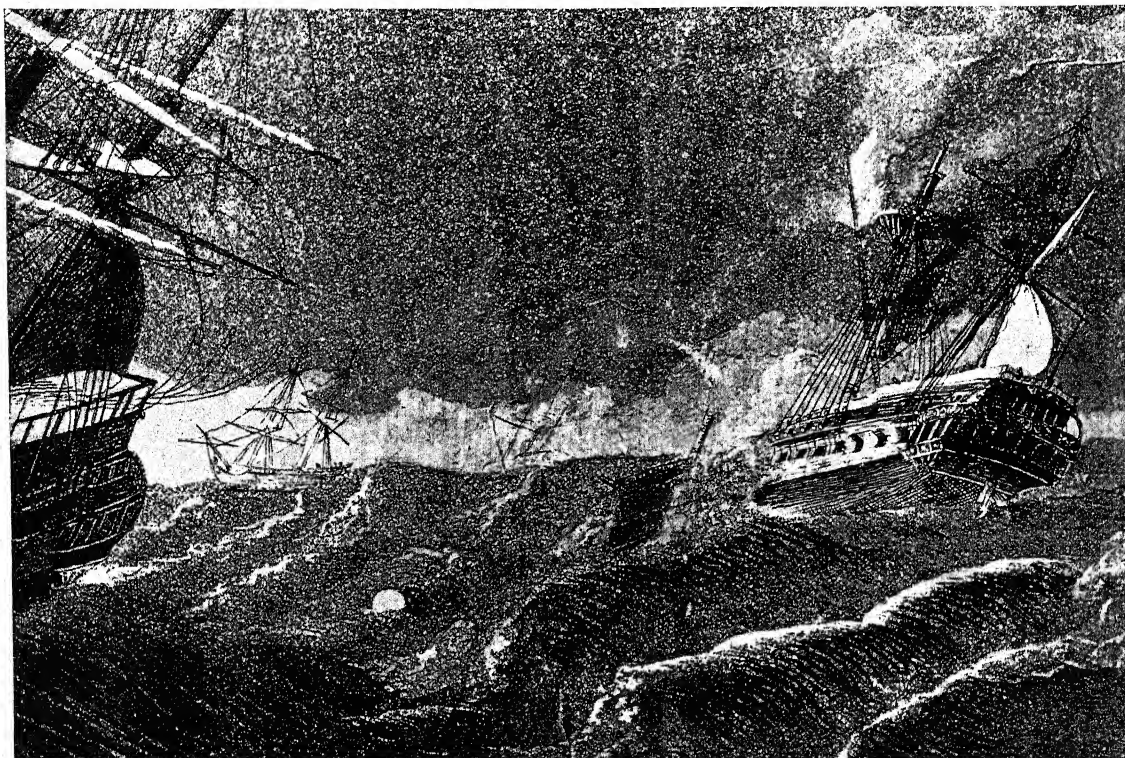
In 1798 the "Glory" was once more concerned in a mutiny, and on October 9th eight seamen were sentenced to death; one to receive 200 lashes, and to be fined and imprisoned; and two to receive 100 lashes, to be mulcted of all their pay, and to suffer twelve months' solitary confinement.

In 1805 the "Glory," flying the flag of Vice-Admiral Sir John Orde, was at the head of a squadron of six sail of the line engaged in the blockade of Cadiz and of Cartagena.

On July 22nd, 1805, the "Glory," commanded by Captain Samuel Warren and flying the flag of Rear-Admiral Charles Stirling, took part in Vice-Admiral Sir Robert Calder's action off Ferrol.

The English fleet consisted of 15 ships, 2 frigates, and 2 small craft, under Vice-Admiral Sir Robert Calder with his flag in "Prince of Wales." The Franco-Spanish fleet consisted of 20 ships, 6 frigates, and 3 small craft, under Vice-Admiral Villeneuve and Admiral Don F. Gravina. The enemy were sighted at 11 A.M. in misty weather. After various manoeuvres carried out in considerable confusion owing to the fog, the action began at 5 P.M. and was

general at 6 P.M. By 8.10 P.M. two Spanish ships struck their colours and were totally



Painted and engraved by R. Dodd.

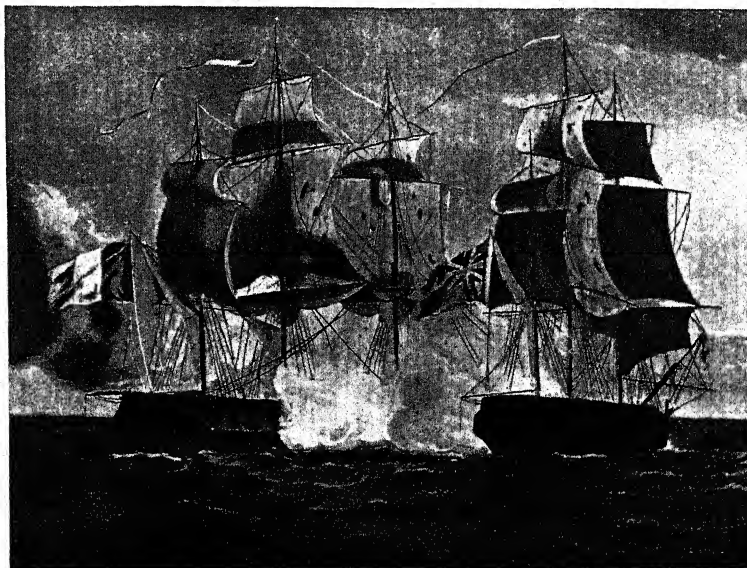
LOSS OF THE FOURTH "GLORY" AND OTHERS.

British Museum.

dismasted, and a few minutes later Sir Robert Calder ordered the action to cease. The Franco-Spaniards lost two ships, and had 647 men killed and wounded. The English had 198 killed and wounded, to which the "Glory" contributed 1 killed and 1 wounded. The fleets manoeuvred in light winds on the two following days, but no fighting took place, and by 6 P.M. on the 24th they were out of sight of one another. In consequence of remarks in the press, Sir Robert Calder demanded a court-martial, and while acquitted of cowardice or disaffection, he was severely reprimanded for not fighting to a finish.

After four years' service as a prison ship at Chatham from 1809-1813, the "Glory" was broken up in 1825.

The sixth "GLORY" was a 42-gun frigate of 877 tons. She carried a crew of 254 men, and her length, beam, and draught were 141 ft., 38 ft., and 12 ft.



After T. Whitcombe. Engraved by T. Sutherland.

CAPTURE OF THE SIXTH "GLORY."

A. Ackermann.

THE KING'S SHIPS

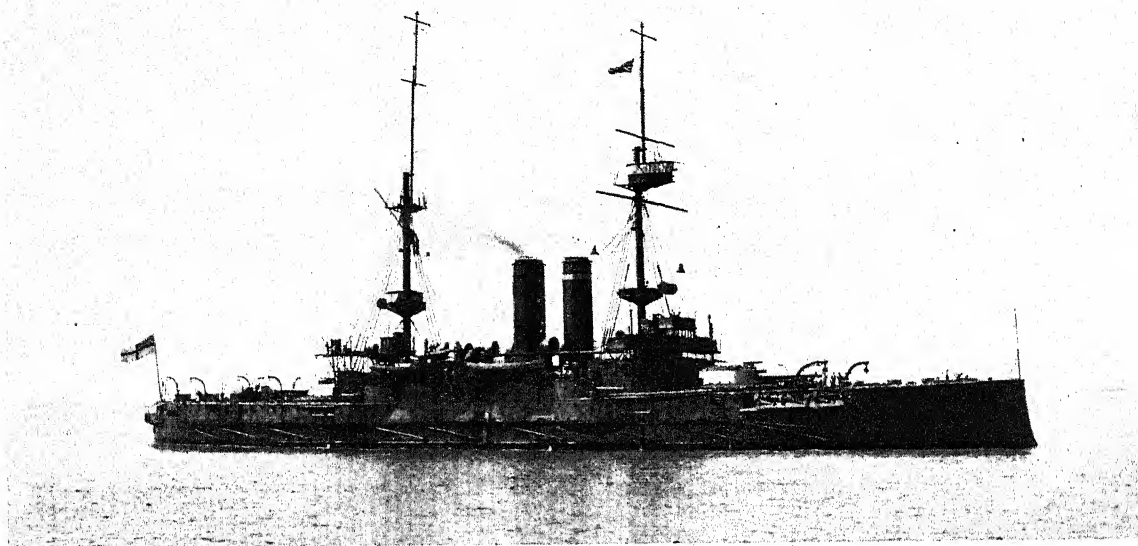
GLORY

She was captured from the French by the "Astræa," after an action lasting four hours and a half on April 10th, 1795. She was brought into the Navy as "La Gloire," but performed no noteworthy service, and was sold in 1802 for £1215.

The seventh "GLORY" was a 58-ton vessel with a crew of 4 men, hired for service in 1804.

The eighth "GLORY" was the French 40-gun frigate "Gloire." She was of 1153 tons, and carried a crew of 284 men. Her length, beam, and draught were 158 ft., 41 ft., and 12 ft.

She was captured on September 25th, 1806, off Rochefort by the "Centaur," Commodore Sir Samuel Hood, and the "Mars," commanded by Captain William Lukin.



THE TENTH "GLORY."

From the photograph by H. J. Symonds.

In 1809 the "Glory," commanded by Captain James Carthew, was one of a fleet of 44 vessels in all, commanded by Rear-Admiral the Hon. Alexander Cochrane with his flag in "Neptune." On January 28th they sailed from Barbados to attack Martinique. Ten thousand troops under Lieutenant-General Beckwith accompanied the expedition, and were landed on January 30th. The "Glory" and other ships forced their way up to the head of Fort Royal Bay and compelled the French to burn their ships. Seamen landed and assisted with guns and mortars. The forts were bombarded by the ships and attacked by the troops, and the whole island capitulated on February 24th. The Navy lost 8 killed and 19 wounded.

In 1812 the "Glory" was broken up at Chatham.

The ninth "GLORY" was the French 40-gun frigate "Iphigénie." She was taken on January 16th, 1814, off Madeira by the "Venerable" and "Cyane." She was added to the Navy, and her name was subsequently changed to "Gloire." She was of 1066 tons, and carried a crew of 315 men. Her length, beam, and draught were 154 ft., 40 ft., and 11 ft.

In 1817 this vessel was sold for £1750.

The tenth "GLORY" is a 16-gun twin-screw battleship, launched at Birkenhead in 1899. She is of 12,950 tons, 13,500 horse-power, and 18 knots speed. Her length, beam, and draught are 390 ft., 74 ft., and 26 ft.

GLOUCESTER

GLOSTER

The Cromwellian War with Spain—		The War of the Spanish Succession—	
The attack on Hispaniola	1655	Action with Du Guay Trouin off Ireland	1709
The second Dutch War—		Various operations in the Baltic	1717-21
Capture of Dutch ships off the Texel	1666	The War of Jenkins's Ear, and of the Austrian Succession—	
The third Dutch War—		Anson's circumnavigation	1741-2
Holmes's action with Dutch Smyrna convoy	1672	£14,000 and poverty?	1741
Captured Dutch "Klein Hollandia"	1672	Assisted to capture Spanish "Forte de Nantz"	1746
Coleman's escape	1672	Captured French "Deux Couronnes"	1747
The battle of Solebay	1672	Hawke's action with De l'Etenduère off Ushant	1747
The first battle of the Schooneveld	1673	The War with America—	
The second battle of the Schooneveld	1673	Operations on Lake Ontario	1813
The battle off the Texel	1673	The War of Belgian Neutrality—	
A conspiring navigator		Engagement with German "Breslau"	1914
		Various operations in the Mediterranean	1914



GLOUCESTER.—A city on the banks of the Severn, capital of Gloucestershire. Noted for an ancient Benedictine cathedral, which contains the tomb of Edward II., a remarkable whispering gallery, and perhaps the finest cloisters in England. Formerly Gloucester was remarkable for the number of its monasteries, which were so numerous as to give rise to the proverb "as sure as God is in Gloucester." Manufactures: cutlery, pins, watches, gloves, saddlery, and soap. There is also a considerable trade in timber. The Berkeley Ship Canal, opened in 1827, enables vessels of considerable size to reach the port, and there are two dry docks and building slips.

It is probable that the Cromwellians conferred this name on a man-of-war as a lasting record of the stern rebellious resistance this city offered to King Charles I.

The first "GLOUCESTER" was a 50-gun ship, launched at Limehouse during the Commonwealth in 1654. She was of 755 tons, and her length, beam, and draught were 117 ft., 35 ft., and 18 ft.

In 1655 the "Gloucester," now mounting 54 guns, with a crew of 280 men and 30 soldiers, under the command of Captain Benjamin Blake, was in a fleet of 17 men-of-war, 20 transports with 3000 troops and horses, 1 galley, and 4 small craft. The fleet was commanded by William Penn, "Admiral and General-at-sea," with his flag in "Swiftsure." The troops were under the command of General Venables. The fleet sailed on Christmas Day 1654 for the West Indies. Eight Dutch ships were seized at Barbados for engaging in illicit trade. While at Barbados a regiment of 1200 seamen was formed, and Godsonn, the Vice-Admiral of the expedition, was appointed to command it on shore as colonel. On April 13th the fleet made San Domingo, and 4000 men were landed for an attack on Hispaniola. On the 25th the troops were disgracefully beaten, but the regiment of seamen stood their ground, and beat the enemy off. General Venables was very unwell on this occasion, and had seriously inconvenienced himself by allowing his wife to accompany him. On May 10th some of the ships bombarded Jamaica, and then landed the troops. Jamaica surrendered on May 17th. In August 1655 the squadron returned to England, but the "Gloucester" and fourteen other vessels remained out on the station: Blake subsequently quarrelled with his Admiral, and resigning his appointment returned home.

In April 1666 the "Gloucester," commanded by Captain Robert Clark, was stationed with a small squadron off the Texel to observe the motions of the Dutch fleet. On May 15th a Dutch flotilla of twelve ships, bound from the Baltic to Amsterdam, was intercepted, and in the resultant action seven ships were captured.

In 1672 the "Gloucester," commanded by Captain John Holmes, was in a fleet of 20 vessels, under Admiral Sir Robert Holmes, lying outside the Isle of Wight. The captain of the "Gloucester" was a brother of the Admiral. On March 12th they sighted the Dutch Smyrna convoy, consisting of 6 men-of-war and 66 merchantmen, 24 of which were fully armed. The English fleet at once attacked, and the fight went on indecisively until sundown. No Dutch ships were taken, but several English ships had to return to port disabled. On the following day the English were more successful. The "Gloucester" reduced the

THE KING'S SHIPS

GLOUCESTER

"Klein Hollandia," 44 guns, to a state of helplessness and captured her, but too late to prevent her from foundering. Five merchantmen also were captured, and the rest were so mauled that they were glad to escape. Sir Robert Holmes was wounded, but no captain fell on the English side. Captain Holmes was knighted for his services.

In May 1672 the "Gloucester," under the command of Captain William Coleman, who was senior officer of a squadron of 10 sail, was dispatched to hover off the Dutch coast, and report on the movements of the enemy. Early in this month the "Gloucester" narrowly escaped capture, for 30 Dutch ships were suddenly sent to sea in pursuit of the squadron. Captain Coleman, however, proved himself a particularly able tactician, and conducted so masterly a retreat, that, although his rear was for some time continuously engaged, he succeeded in reaching Sheerness without having suffered any noteworthy damage.



Drawn by W. Van de Velde, jun.

BATTLE OF SOLEBAY.

British Museum.

In this same month, May 1672, the "Gloucester" took part in the Anglo-French fight against the Dutch, known as the battle of Solebay.

The Anglo-French fleet consisted of 98 ships of the line and frigates, 30 fireships, 6018 guns, and 34,496 officers and men. The Dutch fleet consisted of 75 ships of the line and frigates, 36 fireships, 4484 guns, and 20,738 officers and men. His Royal Highness the Duke of York, Lord High Admiral, commanded the allies, and Admiral M. A. de Ruijter was Commander-in-Chief of the Dutch. On May 21st the Dutch were sighted in the Channel, and soon afterwards the allies anchored off Solebay, on the Suffolk coast, on a lee shore. The Dutch attacked, and the English and French fleets weighed. Owing to some misunderstanding, the English stood out to the northward and the French to the south. The Dutch engaged the English, sending a small squadron to attack the French. The fight that followed, though claimed as a victory by both sides, was in reality a drawn battle. The losses on both sides were heavy. The marines in the fleet behaved themselves stoutly, and 4 out of 12 marine captains were killed. The English loss was 2500 killed and wounded.

In 1673 the Anglo-French fleets combined to fight the Dutch. The "Gloucester" was one of the English fleet. The English and French combined made up 81 ships of the line, 10 frigates, 42 fireships, dispatch vessels and other craft. The Dutch made up 52 ships of

the line, 12 frigates, 25 fireships and small craft, and were under the command of Admiral M. A. de Ruijter, Commander-in-Chief. Prince Rupert was the English Commander-in-Chief. On May 25th the Dutch fleet were sighted at anchor in Schooneveld. They were brought to action on May 28th, the Dutch driving back the advanced ships and opening fire at noon. A fireship was sent alongside the Dutch flagship, and the Admiral was compelled to shift his flag. A bloody but indecisive action followed. No ships were captured on either side, but the French had two ships sunk, besides five or six fireships. In both fleets the loss of life was heavy. The Dutch fleet returned to their anchorage, the allies waiting outside.

On June 3rd the Dutch ships came out, and the second battle of the Schooneveld was fought. From 5 P.M. all the squadrons were hotly engaged until the night, when the Dutch withdrew, although the allies had rather the worst of the encounter. Neither side lost any ship, and both sides had about 200 killed and 300 wounded.



From a contemporary Dutch engraving.

SECOND BATTLE OF SCHOONEVELD.

British Museum.

The English returned to England, refitted, and refreshed. They put to sea again on July 17th and threatened the Dutch coast. On August 11th the fleets again met, and the action continued very hotly all day off the Texel. In the evening the Dutch withdrew, having disabled the allies sufficiently to free their ports from blockade. Neither side lost any ship of importance, though a few fireships were expended. But the number of officers and men killed was considerable, and the result was not creditable to the allies.

In 1682 the "Gloucester" conveyed the Duke of York to Leith in a small squadron commanded by Sir John Berry, her Captain. The navigation of the "Gloucester" had been left to a Captain James Aire. In the early morning of May 6th she ran on the Lemon and Oar, a shoal off Yarmouth, and upwards of one hundred and thirty persons, including the Earl of Roxburgh and several other noblemen and gentlemen of the duke's suite, perished. Captain Aire was dismissed the service, for there was reason to believe that he deliberately wrecked the ship, acting as an agent for a party of conspirators who desired the death of the Duke of York.

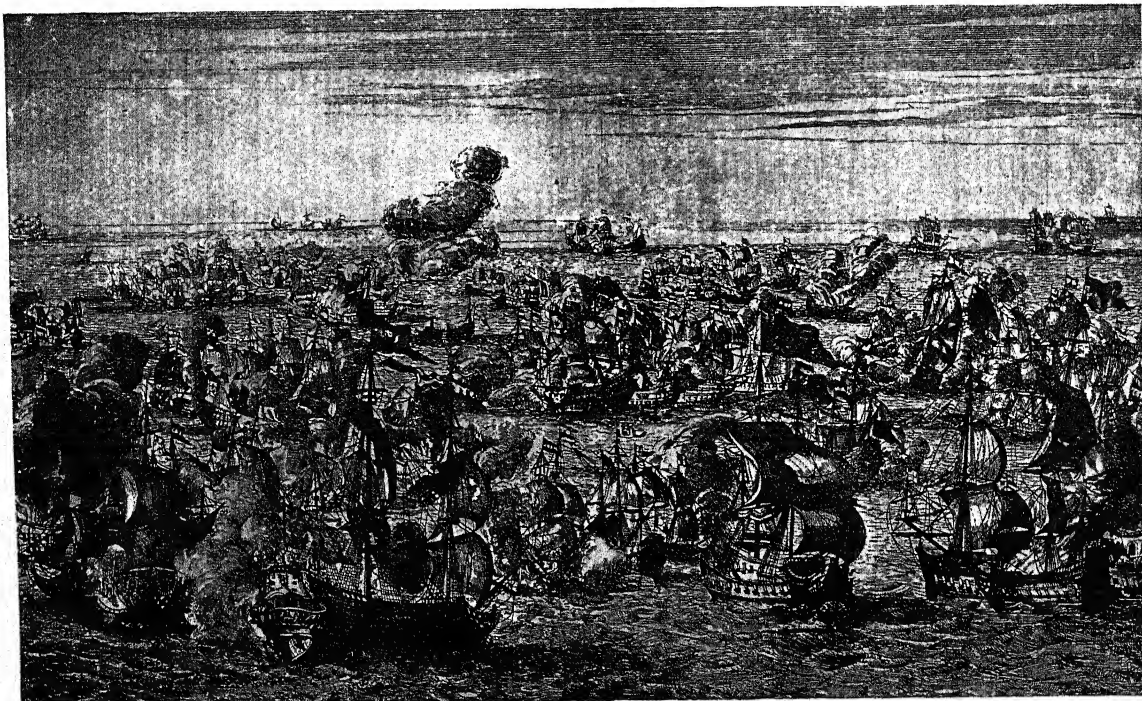
The second "GLOUCESTER" was a 60-gun ship, launched at Bristol in 1694. She was of 896 tons, and her length, beam, and draught were 145 ft., 37 ft., and 16 ft.

THE KING'S SHIPS

GLOUCESTER

On April 26th, 1709, the "Gloucester," commanded by Captain John Balchen, was with the "Hampshire" in charge of a convoy on the Irish coast. They were met by the French Admiral, Du Guay Trouin, and an action followed. The "Hampshire" managed to escape in a shattered condition, but the "Gloucester," after she had been reduced to the condition of a shambles, was compelled to surrender, and was carried into Rochefort. Captain Balchen had been forced to surrender the "Chester" to this same French Admiral in 1707, and was thus introduced to the inside of a French prison, for a second time, within little more than two years.

The third "GLOUCESTER," or "Gloster," was a 50-gun ship, launched at Deptford in 1711. She was of 734 tons, and her length, beam, and draught were 138 ft., 35 ft., and 14 ft.



From an old print

BATTLE OFF THE TEXEL.

British Museum.

In March 1717 the "Gloucester" was one of a fleet of 31 ships, under Admiral Sir George Byng with his flag in "Barfleur," which proceeded to the Baltic to be ready to take any active measures necessary, when it was discovered that the Swedish Minister in London was involved in a Jacobite plot. On arrival they joined forces with the Danish and Dutch fleets, but the Swedes gave no opening, and the allies returned home in the autumn.

On May 18th, 1720, the "Gloucester" arrived at Copenhagen as one of a fleet under Admiral Sir John Norris, which soon afterwards effected a junction with its Swedish allies. The two fleets then made some unsuccessful attempts against the Russian fleet, but practically nothing was done and the fleets returned home just before Christmas.

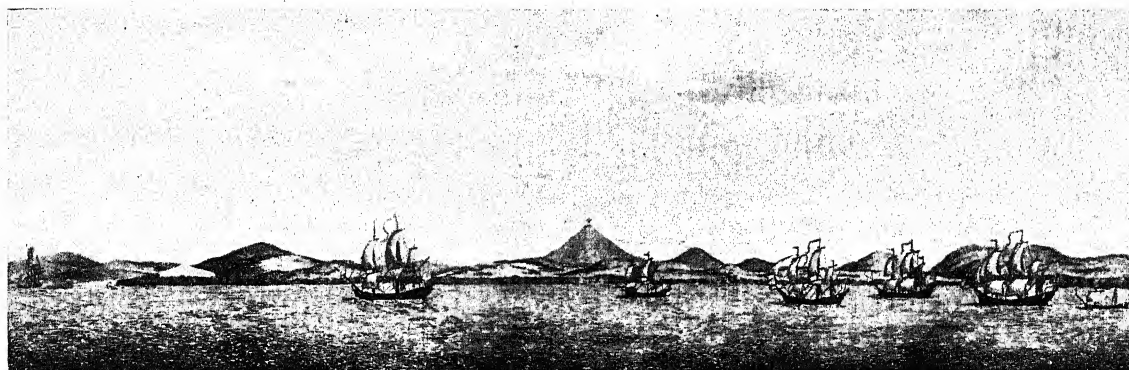
In May 1721 the "Gloucester" was again in the Baltic as one of a fleet of 23 ships under Admiral Sir John Norris. They again joined the Swedes in the operations against the Russians, but the Treaty of Nystad put an end to the hostilities and the English fleet returned home in the autumn.

In 1724 this vessel was broken up.

The fourth "GLOUCESTER" was a 50-gun ship, launched at Sheerness in 1737. She was of 866 tons, and her length, beam, and draught were 134 ft., 39 ft., and 16 ft.

On September 18th, 1740, the "Gloucester," commanded by Captain Richard Norris,

was one of a squadron of 6 men-of-war and 2 storeships, commanded by Commodore George Anson with his broad pennant in "Centurion," which sailed from St. Helens. This expedition was a voyage of discovery, inasmuch as it was the first Naval expedition that ever crossed the Pacific Ocean, but it had also a belligerent purpose, for it was ordered to attack the Spanish settlements in the South Seas. At Madeira Captain Norris was invalided, and Captain Matthew Michell succeeded to the command of the "Gloucester." At Port St. Julian the captain of the "Pearl" died. In March 1741 the squadron encountered a succession of furious gales off Cape Horn, and the "Pearl" and "Severn" returned home and the remaining ships dispersed. The "Gloucester" arrived at Juan Fernandez on June 21st, having lost two-thirds of her crew from scurvy. Commodore Anson captured several prizes on the coasts of Chili and Peru. The "Gloucester" captured a Spanish launch, the crew of which pleaded poverty, though they were eating pigeon pie off a service of plate. A search was made, and £14,000 in Spanish doubloons was found covered over in some jars supposed to contain cotton. Early in 1742 the squadron set sail for China. In August 1742 it was found necessary to abandon the "Gloucester" on account of her leaky condition. At this time, owing to scurvy, she had only 16 men and 11 boys fit for duty. The "Gloucester" was fired and left to her fate, while her officers and crew were transferred to the flagship "Centurion" on August 15th off the Ladrone Islands. The "Gloucester" blew up on the following day. On June 20th, 1743, two months out of Macao, a Spanish



Engraved by J. S. Muller.

ANSON'S SQUADRON OFF PATAGONIAN COAST.

From "Anson's Voyage."

ship or galleon, "Nuestra Señora de Cavadonga," was sighted, and engaged by the "Centurion." After an action of an hour and a half the Spaniard struck her colours. The "Centurion" lost 2 killed and 17 wounded. The Spaniard lost 67 killed and 84 wounded. The value of this prize worked out to about £350,000. The "Gloucester's" men, having shared in the risks of the fight, claimed a share of the prize-money, and were refused on the ground that they were passengers. They brought the matter into court and won their case.

The fifth "GLOUCESTER" was a 50-gun ship, launched on the Thames in 1744. She was of 986 tons, and carried a crew of 350 men. Her length, beam, and draught were 141 ft., 48 ft., and 16 ft.

In 1746 she assisted to capture a Spanish 32-gun ship named the "Forte de Nantz." In 1747 the "Gloucester," commanded by Captain Philip Durell, captured the French 24-gun ship "Deux Couronnes."

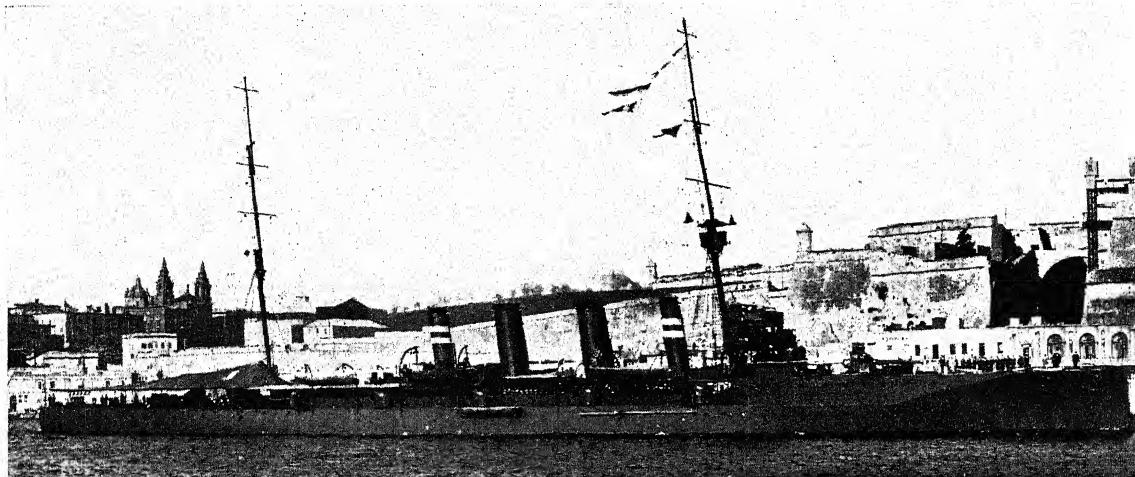
In October 1747 the "Gloucester," commanded by Captain Philip Durell, was in an English fleet of 14 ships and frigates, under Rear-Admiral Edward Hawke with his flag in "Devonshire." On October 14th they sighted a convoy of 242 merchantmen, escorted by 10 men-of-war, under Admiral De l'Etenduère, with his flag in "Tonnant." The French at first mistook the British for part of their own convoy, but on discovering their mistake they detached one ship with the convoy, which reached port in safety. Hawke chased, and an action followed. The French behaved with admirable courage, but were overpowered and beaten by sheer weight of numbers. They had in the line eight ships, of which six were captured. The flagship "Tonnant" and the "Intrépide" managed to escape. The British ships were so mauled that they could not pursue the convoy. The French lost 800 killed and wounded. The English lost 154 killed, including 1 captain, and 558 wounded.

THE KING'S SHIPS

GLOUCESTER

Rear-Admiral Hawke was knighted for this service. The captain of the "Kent" was tried by court-martial and dismissed his ship for "not coming properly into the fight, nor doing his best to damage and distress the enemy."

It was in this ship, in January 1748, that John Jervis, afterwards the famous admiral, the Earl St. Vincent, began his Naval career. His father could only afford the sum of £20 to fit the boy out in clothes, and the balance had to do for pocket money. "Being a boy of active mind," says Mr. Tucker, his biographer, "he was quite aware of the rigid economy which it behoved him to observe, and he soon found that to remain on board the "Gloucester," as guard-ship in the harbour of Port Royal, Jamaica, was not the course for him to steer; that either the do-nothing uniformity of life on board was too uninteresting and dull, or the amusements on shore too dissipating and dear. He therefore always volunteered to be sent into whatever ship was going to sea, or by which anything of importance was to be done; and when unavail-



THE EIGHTH "GLOUCESTER."

From the photograph by Richard Ellis.

ably he was in port, he devoted his leisure to retirement, in which he studied, and with a surprising memory digested, whatever the station enabled him to get at, of all branches of professional and general knowledge."

In 1764 the "Gloucester" was broken up.

The sixth "GLOUCESTER" was a 74-gun ship, launched at Northfleet in 1812. She was of 1770 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

In 1832 the "Gloucester" was cut down to a 50-gun ship at Chatham.

The "Gloucester" ended her career as a receiving hulk at Chatham, and was sold in 1884.

The seventh "GLOUCESTER" was a 10-gun brig which took part in the American War, in the Lake Campaign on Lake Ontario.

In April 1813 she was captured by the Americans when they attacked York and carried off to their headquarters at Sackett's Harbour.

In May the British, under Captain Sir James Lucas Yeo, attacked Sackett's Harbour, and although they suffered a serious repulse, they succeeded in burning the "Gloucester" before they retired.

The eighth "GLOUCESTER" is a turbine cruiser, launched at Beardmore's Yard in 1910. She is of 4800 tons, 22,000 horse-power, and 25 knots speed. Her length, beam, and draught are 430 ft., 47 ft., and 15 ft.

In August 1914, after the declaration of war with Germany, the "Gloucester," commanded by Captain W. A. H. Kelly, had an indecisive and distant engagement with the German cruiser "Breslau" between Sicily and the Dardanelles. The "Gloucester" subsequently took part in the various operations in the Mediterranean against the German and Austrian fleets.

GOLIATH

GOLIAH

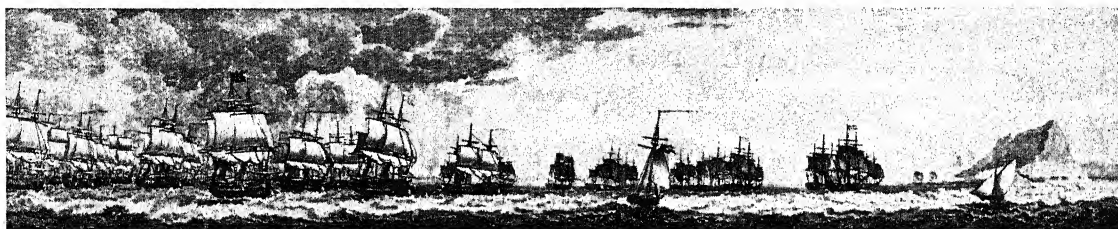
The War of American Independence—			
Lord Howe's relief of Gibraltar	1782	Captured French "Mignonne"	1803
Lord Howe's action with Franco-Spaniards off Cape Spartel	1782	The blockade of Brest	1803-5
		Boat attack off Sables d'Olonne	1803
The Wars of the French Revolution and Empire—		Assisted to capture French "Faune"	1805
The battle of St. Vincent	1797	Captured French "Torche"	1805
The blockade and bombardment of Cadiz	1797	Gambier's bombardment of Copenhagen	1807
The battle of the Nile	1798	Saumarez's expedition to the Baltic	1808
Action with French "Conquérant," and French "Sérieuse"	1798	The blockade of Roggersvik	1808
Captured French "Torride"	1798	Captured French 16-gun ship	1809
		The third China War—	
		Minor part	1900



GOLIAH.—A Philistine giant, mentioned in the Bible as having been slain by David in single combat (1 Samuel xvii.).

The first "GOLIATH" or "Goliath" was a 74-gun ship, launched at Deptford in 1781. She was of 1604 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 18 ft.

In 1782 the "Goliath" sailed from Spithead on September 11th in a fleet of 183 sail in all. They were under Lord Howe with his flag in "Victory," and were destined for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. On October 8th, while off St. Vincent, the "Latona" frigate was despatched ahead for information, and on the 10th she returned with the pleasing news that Gibraltar had already repulsed one attack. Owing to Lord Howe's great skill and ability, the enemy's fleet were held in check while the



After D. Serres, R.A. Engraved by R. Pollard.

HOWE'S RELIEF OF GIBRALTAR.

British Museum.

convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in the Straits of Gibraltar and a partial and indecisive action resulted, in which the British loss was 68 killed and 208 wounded, and that of the French 60 killed and 320 wounded. But Gibraltar was relieved, and the English fleet regained Spithead on November 14th.

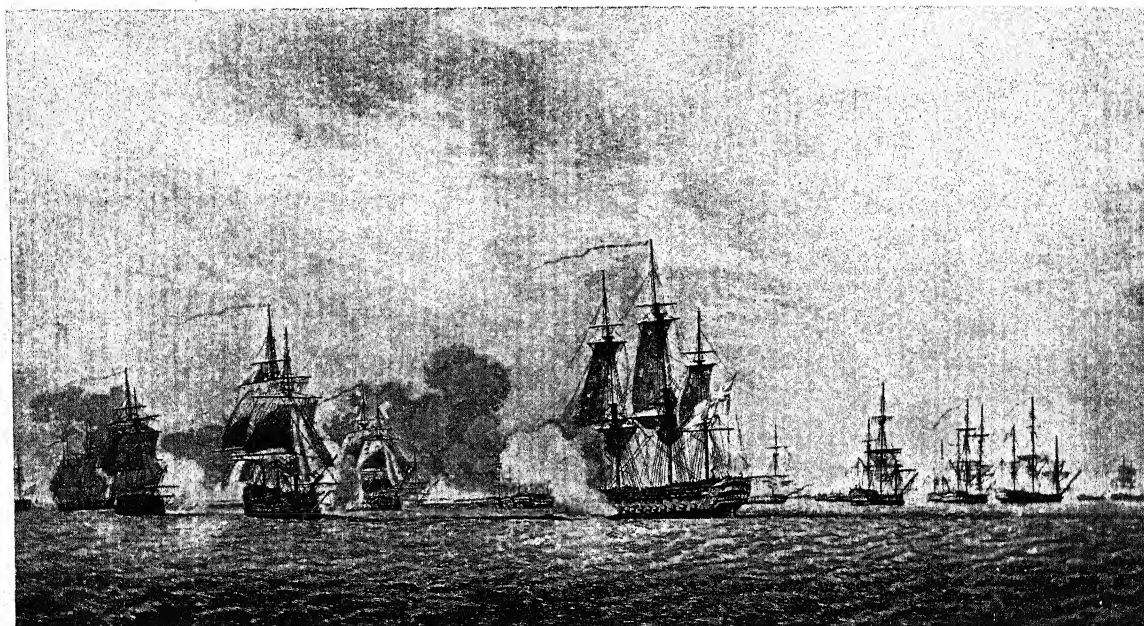
In 1797 the "Goliath," commanded by Captain Sir Charles Henry Knowles, Bart., was in a fleet of 15 ships and 7 frigates, commanded by Admiral Sir John Jervis with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships, commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis at sea and informed him that the Spaniards were out. The Spanish fleet was sighted at 6.30 A.M. on the 14th, and the British at once chased. The British leading ship opened fire at 11.30 A.M. The action was general by 1.30. The "Captain," with Commodore Horatio Nelson

THE KING'S SHIPS

GOLIATH

on board, boarded and captured the "San Nicolas" and "San Josef," which had fouled one another. The action ceased at 4.30 P.M. The British had captured four Spanish ships of the line and had crippled several others. The British lost no ships, and suffered 73 killed and 227 wounded seriously. The "Goliath" lost only eight wounded. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Earl St. Vincent, and was given a pension of £3000 a year, but it had already been decided to make him a baron before this victory. Several baronetcies and knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet.

The "Goliath" then proceeded with Sir John Jervis and established a blockade off Cadiz, where the remnant of the Spanish fleet had hidden themselves. With a view to provoke the Spaniards to come out and fight, a series of bombardments and attacks took place. On the night of July 3rd a bomb vessel was sent in to throw 13.5 shells at the town. She was covered by the gunboats, launches, and boats of the fleet under Commodore Horatio Nelson,



After F. Chesham. Engraved by W. Ellis.

BATTLE OF THE NILE.

Royal United Service Institution.

but as the 13.5 mortar became unserviceable, the bomb-vessel had to be withdrawn, covered by the fire of the "Goliath" and other ships. Another bombardment took place on the night of July 5th and much damage was done, but the Spaniards would not be drawn outside the harbour.

In 1798 the "Goliath," commanded by Captain Thomas Foley, was one of a fleet of 14 vessels under Rear-Admiral Sir Horatio Nelson with his flag in "Vanguard," which utterly defeated the French fleet at the battle of the Nile. The French, under Vice-Admiral Brueys, with his flag in "Orient," had 17 ships, 2 brigs, 3 bombs, and several gunboats. Nelson, with his fleet, searched and chased for three months, starting at Cadiz on May 2nd, and eventually found the French fleet at anchor in the Bay of Aboukir on August 1st at 1 P.M. Standing into the bay at 5.30, led by the "Goliath," Nelson's fleet formed line of battle, and at 6 P.M. the British began the action by attacking the French van and centre while they anchored by the stern. The "Goliath," raking the "Guerrier" as she passed, anchored close to the "Conquérant," with which ship and the "Sérieuse" she began a warm action. The "Culloden" grounded while coming into harbour, and was unable to take a part in the action. At 10 P.M. the French flagship "Orient" blew up, having caught fire an hour previously. The action continued through the night, and at 6 A.M. four French ships escaped under Rear-Admiral Villeneuve. The British lost 218 killed and 678 wounded, which included one captain killed, and Admiral Nelson and other officers wounded. The French lost in killed, wounded, burned, drowned, and missing, about 3500, which included among the killed Vice-Admiral

Brueys and four captains. Of the French vessels nine were captured, three were burned, and four escaped. Three of the prizes were eventually burned as useless. Nelson's popularity had been under a cloud, but he was now given a barony, a pension of £3000 a year for three lives, and a present of £10,000 from the East India Company. The first lieutenants of all ships were promoted, and the British and Irish Parliaments voted thanks to the whole fleet. The "Goliath" lost 21 killed and 41 wounded.

On August 25th, 1798, the boats of the "Goliath," under Lieutenant William Debusk, most bravely cut out the French 7-gun ketch "Torride" from under the guns of the Castle of Aboukir, in the small hours of the morning.

On June 28th, 1803, the "Goliath," commanded by Captain James Brisbane and in company with two other ships, discovered near Cape Nicolas Mole, San Domingo, two French vessels. The "Goliath" chased and captured the French 16-gun sloop "Mignonne," which at the time had only 10 guns mounted.

From 1803 to 1805 the "Goliath," commanded by Captain Charles Brisbane, was one of a fleet commanded by Admiral the Hon. William Cornwallis, engaged in the blockade of Brest, and at different times she was detached on various services.

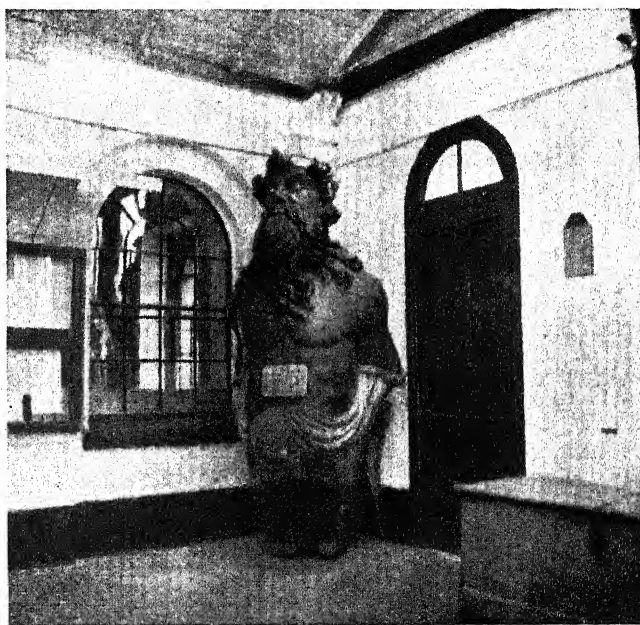
On December 9th, 1803, the "Goliath," commanded by Captain Charles Brisbane, while cruising off Sables d'Olonne, discovered a French convoy stealing along the coast. The boats were sent in under a heavy fire, and so bravely did they attack, that they drove several French vessels ashore, and recaptured a British 6-gun brig. Two lieutenants of marines and one private of marines were severely wounded, and the two officers died of their wounds.

The "Goliath" then cruised in the Pertuis Breton, and chased and dispersed a French convoy.

On August 15th, 1805, the "Goliath," accompanied by the "Camilla," chased and captured some hundreds of miles to the westward of Rochefort the French 16-gun sloop "Faune." On the same day the "Goliath" captured the French 18-gun sloop "Torche."

In 1807 the British Government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly a fleet of 65 vessels, under Admiral Gambier, with his flag in "Prince of Wales," was despatched against Denmark, and they anchored about four miles from Copenhagen in August and established a blockade. The "Goliath," commanded by Captain Peter Puget, was one of this fleet. A large army of men, under General Lord Cathcart, laid siege to the city of Copenhagen. On August 23rd Captain Peter Puget, commanding a flotilla of 28 small bombs, mortar boats, and gunbrigs, attacked Copenhagen from seaward, while the army got ready their batteries against the town. After much firing the Danes capitulated, and surrendered their entire fleet of 70 vessels to the English. The big ships took no part in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet received the thanks of Parliament. Admiral Gambier was raised to the peerage, and Vice-Admiral Stanhope was given a baronetcy.

In 1808 the "Goliath," commanded by Captain Peter Puget, was one of a fleet of 12 ships of the line and small craft, commanded by Vice-Admiral Sir James Saumarez with his flag in "Victory." They co-operated with the Swedes against the allied powers of Russia, Denmark, and France in the Baltic, and took part in the blockade of Roggersvik.



Douglas Owen, Esq.

FIGURE-HEAD, BELIEVED TO BE OF THE THIRD "GOLIATH."

THE KING'S SHIPS

GOLIATH

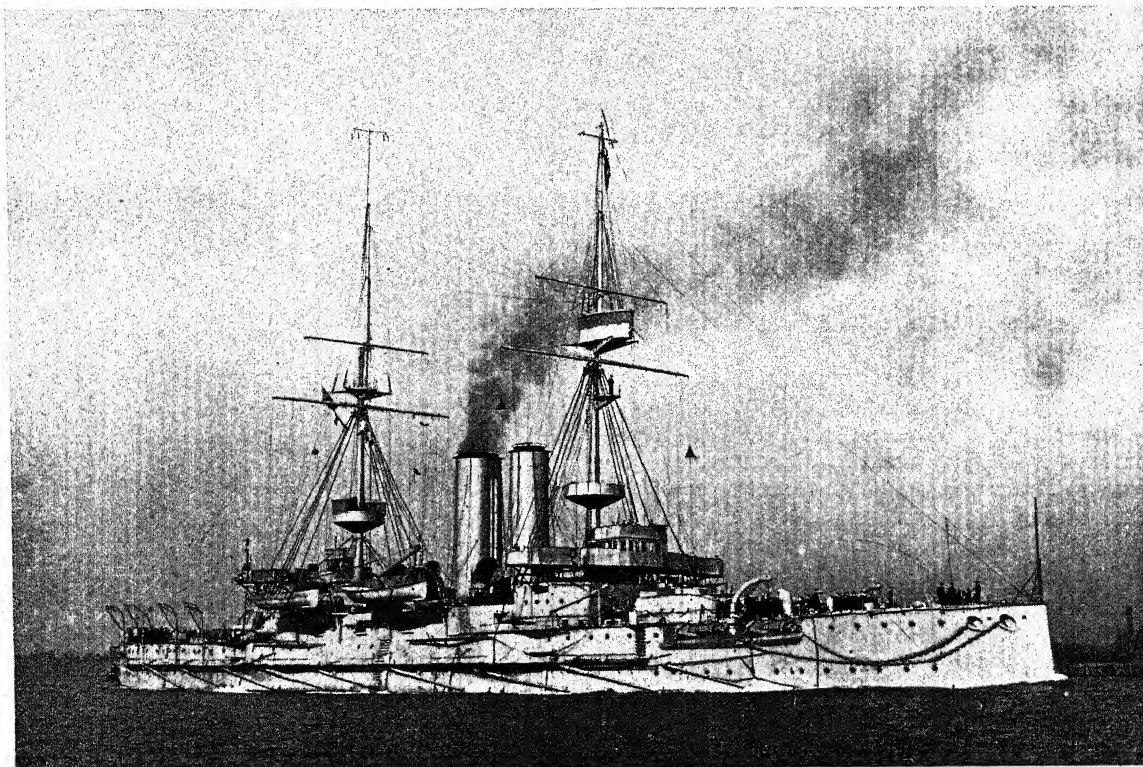
In December 1809 the "Goliath's" boats captured a French 16-gun ship in the West Indies.

In 1813 the "Goliath" was cut down to a 58-gun vessel. In view of the numerous successes of the heavy American frigates and cruisers, it was thought advisable to make her into a heavy frigate.

In 1815 the "Goliath" was taken to pieces.

The second "GOLIATH" was an 84-gun ship, eventually launched at Pembroke in July 1827 as "Clarence." She was of 2288 tons, and carried a crew of 700 men. Her length, beam, and draught were 196 ft., 52 ft., and 19 ft.

The Lord High Admiral himself attended the launch, and gave her his own name of "Clarence."



THE FOURTH "GOLIATH."

From the photograph by Ernest Hopkins.

The third "GOLIATH" was an 80-gun ship, launched at Chatham in 1842. She was of 2596 tons, and carried a crew of 630 men. Her length, beam, and draught were 190 ft., 57 ft., and 18 ft.

In 1856 the "Goliath" was fitted with a screw and engines of 400 horse-power.

This vessel was subsequently lent to the Forest Gate School Ship Committee, and while lying at her moorings, was burned at Grays on December 22nd, 1875.

The fourth "GOLIATH" is a 16-gun twin-screw battleship, launched at Chatham in 1898. She is of 12,950 tons, 13,500 horse-power, and 18 knots speed. Her length, beam, and draught are 390 ft., 74 ft., and 26 ft.

In 1900 the "Goliath," commanded by Captain Lewis Edmund Wintz, played a minor part in the third China War or "Boxer Riots."

GOOD HOPE

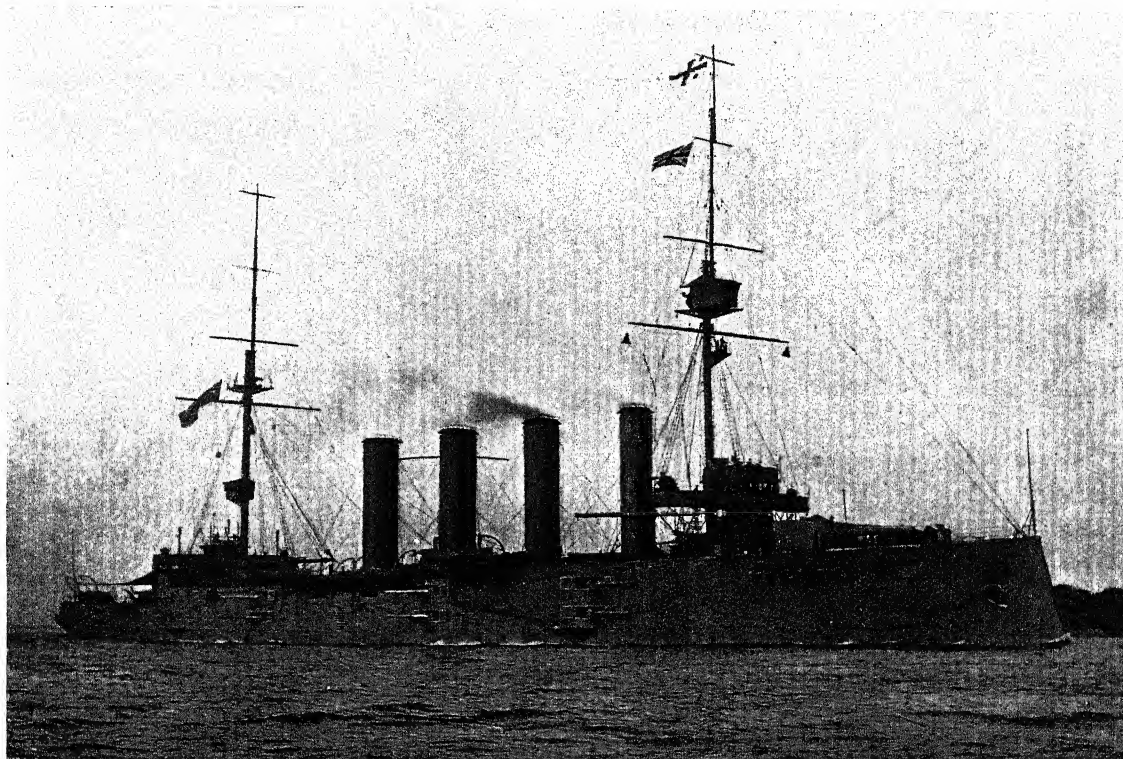
The second Dutch War—Action with Dutch fleet off the Texel, 1665.



GOOD HOPE.—The Cape of Good Hope was discovered in 1486 by Bartolomeo Diaz, the leader of a Portuguese expedition in search of a sea route to India. No permanent settlement was made, but Portuguese as well as English and Dutch vessels used it as a place of call between Europe and India. In 1652 the Dutch East India Company took possession of the shores of Table Bay and built a fort. Diaz called it the "Cape of Tempests" on account of the many storms he had experienced in its vicinity. In 1795 the place was reduced by a British Naval force, but it was restored to Holland by the Peace of Amiens in 1803. It was again reduced in January 1806, and was permanently confirmed to Britain at the Congress of Vienna in 1814.

The first "GOOD HOPE" was a 35-gun ship, dating from 1665, hired and armed for service.

In 1665, while commanded by Captain Anthony Archer, the "Good Hope" was employed with several men-of-war escorting a valuable convoy from Hamburg to England. Directly the Duke of York, Lord High Admiral, raised the blockade off the coast of Holland and



THE SECOND "GOOD HOPE."

From the photograph by Ernest Hopkins.

returned to England for stores, a portion of the Dutch fleet slipped out of the Texel, and without much difficulty captured both the "Good Hope" and the greater part of the convoy.

The second "GOOD HOPE" is an 18-gun twin-screw cruiser, launched at Fairfield in 1901. She is of 14,100 tons, 31,000 horse-power, and 24 knots speed. Her length, beam, and draught are 500 ft., 71 ft., and 26 ft.

This vessel's original name was "Africa," but it was changed to "Good Hope" before

launching, in honour of the Cape Colony government, who had decided to present the Imperial government with a sum equivalent to the interest on her capital value.

On November 25th, 1902, the "Good Hope" left Portsmouth, commanded by Captain C. E. Madden and flying the flag of Rear-Admiral Wilmot H. Fawkes, conveying the Rt. Hon. Joseph Chamberlain to South Africa in connection with the settlement of many questions arising on the conclusion of the second Boer War. She arrived at Durban on December 26th, 1902, and Mr. Chamberlain returned to England in the following year in the Union Castle ss. "Norman."

GOSSAMER

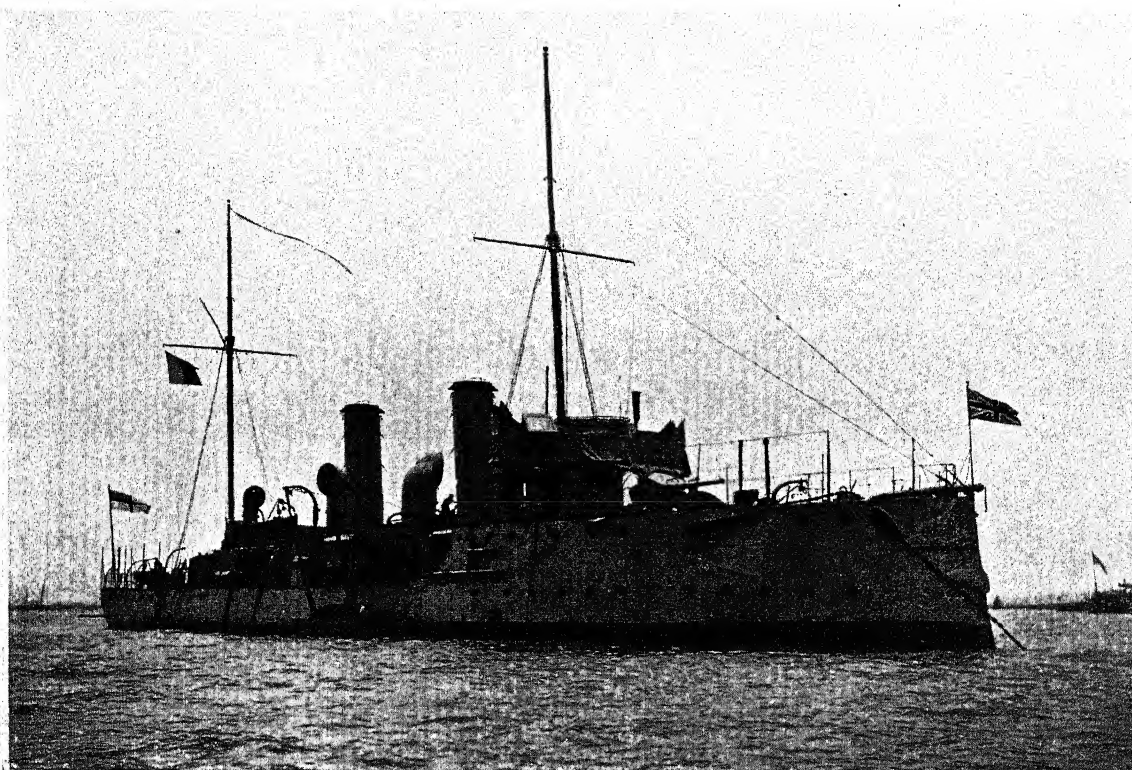
GOSSAMER.—A fine, filmy substance, like cobweb, floating in the air or hanging on bushes in calm weather.

The first "GOSSAMER" was a cutter purchased while building at Gosport in 1823. She was of 48 tons, and carried a crew of 12 men. Her length, beam, and draught were 46 ft., 16 ft., and 7 ft.

In 1861 the "Gossamer" was sold.

The second "GOSSAMER" is a 2-gun twin-screw gunboat, launched at Sheerness in 1890. She is of 735 tons, 6000 horse-power, and 20 knots speed. Her length, beam, and draught are 230 ft., 27 ft., and 9 ft.

This vessel was eventually converted for service as a mine-sweeping vessel.



From the photograph by Ernest Hopkins.

THE SECOND "GOSSAMER."

GRAFTON

The evacuation and reduction of Tangier	1683
The War of English Succession—	
The battle of Beachy Head	1690
The capture of Cork City	1690
The battles off Cape Barfleur and La Hogue	1692
The War of the Spanish Succession—	
Rooke's expedition to Cadiz	1702
Destruction of Franco-Spanish fleet at Vigo	1702
The capture of Gibraltar	1704
The battle off Velez Malaga	1704
Action with French fleet off Brighton	1707
The War of the Quadruple Alliance—	
The battle off Cape Passaro	1718
Operations in Baltic	1726

The War of Jenkins's Ear, and of the Austrian Succession—	
Vernon's attack on Santiago de Cuba	1741
The Seven Years' War—	
Action with French squadron off Cape Breton	
Island	1756
The Jury Rudder	1757
Pocock's action with D'Aché off Pondicherry	1759
Action with French "Zodiaque"	1759
The capture of Manilla, and some Spanish Islands . .	1761
The War of American Independence—	
The battle off Grenada	1779
Rodney's first action with De Guichen off	
Martinique	1780
Rodney's second action with De Guichen off	
Martinique	1780
Rodney's third action with De Guichen off	
Martinique	1780



GRAFTON.—Henry, the natural son of Charles II. and Barbara Villiers, Duchess of Cleveland. Born 1663. In 1672 he was created Baron Sudbury, Viscount Ipswich, and Earl of Euston. In 1675 he was elevated to the Dukedom of Grafton. He served in the Navy and commanded the first "Grafton," she being named after him. He commanded the Naval forces in the expedition against Cork; he was wounded during the assault on the city and died shortly afterwards.



Engraved by R. Dunkarton.

(The signature is reproduced by the courtesy of the Rt. Hon. the Marquis of Lansdowne.)

The first "GRAFTON" was a 70-gun ship launched at Woolwich in 1670. She was of 1174 tons and carried a crew of 460 men. Her length, beam, and draught were 139 ft., 41 ft., and 18 ft.

In 1683 she flew the flag of Admiral Lord Dartmouth in a squadron which effected the dismantling and evacuation of Tangier, which, on account of Moorish hostilities, had become a very expensive possession. The squadron sailed on August 23rd, and having razed the fortifications and embarked the stores returned early in the following year. This abandonment has often since been regretted, as the retention of Tangier would have led to the civilisation of Morocco and the strengthening of the British position in the Mediterranean.

In 1690 the "Grafton," under the command of Henry, Duke of Grafton, was in the Centre or Red squadron of the combined Anglo-Dutch fleet under Admiral Lord Torrington (flag in "Royal Sovereign"), which met the French fleet under Tourville at the battle of Beachy Head. The allies had 12 ships and 500 guns less than the French fleet. The battle was fought on June 30th. The allies were badly beaten, eight or nine of their ships being destroyed, while the French lost none. On both sides the loss of life was considerable. The Dutch lost two flag-officers and the English three captains. The English Commander-in-Chief, Lord Torrington, was tried by court-martial and, though acquitted, he was superseded and never again employed.

In 1690 the "Grafton," under the command of Henry, Duke of Grafton, was one of a fleet under the Joint Admirals with 5000 troops under Marlborough, which arrived off Queens-town Harbour on September 21st and silenced a small Irish battery near the entrance. On the 29th Cork was carried by a general assault, during which the captain of the "Grafton" received a very severe wound from a ball which broke two of his ribs. When the fleet sailed to return

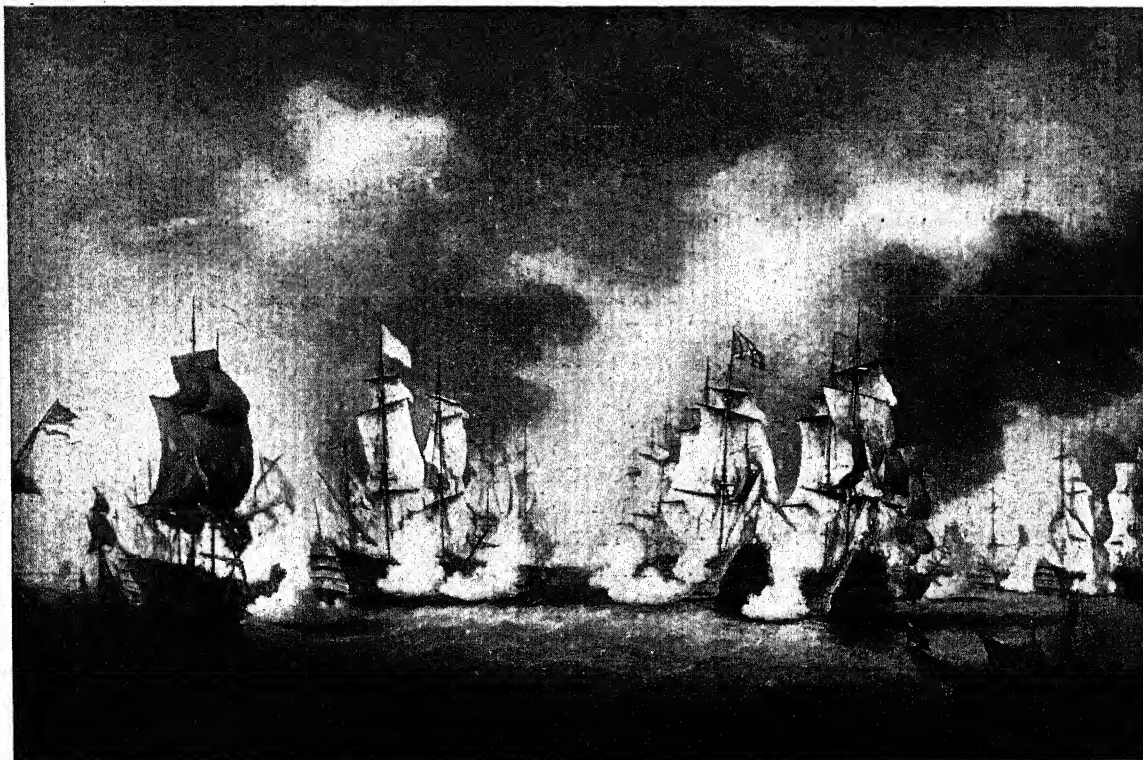
THE KING'S SHIPS

GRAFTON

to England the Duke of Grafton was left in the command of the city, but he died from his wound on October 9th.

In 1692 the "Grafton," under the command of Captain William Bokenham, formed one of the Centre or Red squadron under Admiral of the Fleet Edward Russell (flag in "Britannia"). This fleet co-operated with the Dutch against the French.

The English and Dutch fleet had 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French fleet had 44 ships of the line, 13 frigates and fireships, and 3240 guns. The fleets met off Cape Barfleur on May 19th, 1692. The French were commanded by Admiral Tourville, the same Admiral that had defeated the Anglo-Dutch fleets off Beachy Head in 1690. The action began at 10 A.M. and was brought to a conclusion during the evening by thick fog. On May 20th and 21st the French were defeated, pursued, and scattered. On



Painted by R. Paton.

THE BATTLE OFF BARFLEUR.

The Painted Hall, Greenwich.

May 22nd Vice-Admiral Rooke was ordered to destroy all the French shipping in the Bay of La Hogue. The boats of the fleet were got out as the enemy had hauled the vessels close into the shore. The French troops, destined for the invasion of England, assisted the defence, and many of their cavalry who rode down to the boats were pulled off their chargers by the seamen's boathooks. Six French men-of-war were burned. On the following night six more men-of-war were burned and all the transports and storeships. The French undoubtedly made a most gallant defence, but were completely defeated at the conclusion of the six days' operations. Twenty other French ships saved themselves by flight through the dangerous Race of Alderney, and four more rounded Scotland ere they reached France in safety.

In 1700 the "Grafton" was rebuilt.

In 1702 the "Grafton," under command of Captain Thomas Harlow, was one of the English ships of the line which formed part of the Anglo-Dutch fleet under Admiral Sir George Rooke, operating against the Franco-Spanish allies. The Anglo-Dutch fleet consisted of 30 English and 20 Dutch ships of the line, besides cruisers, bombs, fireships, storeships, transports, hospital ships, and tenders, 160 sail in all. The fleet anchored about 6 miles from Cadiz on August 12th. On the 15th, after much indecision and many councils of war, a landing was effected at Rota, and on the 16th Rota surrendered after some resistance. The men on shore

THE KING'S SHIPS

then became completely demoralised with wine and licentiousness. Nothing further was done by Admiral Rooke except to hold councils of war, and the fleet left the neighbourhood of Cadiz on September 19th. The "Grafton" accompanied the allied fleets to Vigo. The enemy were found in Redondela Harbour defended by a boom of masts, yards, and cables. Only a portion of the fleet operated, the "Grafton" being one of the ships engaged. After the boom was broken by Vice-Admiral Hopsonn in the "Torbay," the entire Franco-Spanish fleet was taken, burned, or destroyed, and enormous treasure and booty fell into the hands of the victors. This operation, in which forty-one of the enemy's craft suffered, covered Rooke's inactivity at Cadiz.

In 1704 the "Grafton," under the command of Captain Sir Andrew Leake, took part in the capture of Gibraltar, and as she anchored in the bay the forts fired. This necessitated



From a contemporary Dutch print.

DESTRUCTION OF FRANCO-SPANIARDS AT VIGO.

British Museum.

the fleet warping farther out. Eighteen hundred marines were landed on the Neck, the only opposition to this move coming from 50 Spanish troopers who quickly retired with the loss of one man. On July 22nd the fleet warped into position for bombarding, the operation lasting well into the night. The "Grafton" was one of the ships told off to attack the town and South Bastion. On the 23rd the action began at 5 A.M., and the English fleet acted with such vigour, and made so much smoke, that Admiral George Byng reduced the number of guns firing by ordering only those of the lower deck to be used. During the afternoon firing ceased, and the boats of the squadron were manned and armed and the men landed. The Spaniards blew up a mine which did as much damage to themselves as to the attackers, and after small resistance the flag was planted on a redoubt half-way between the New Mole and the town, and on July 24th, 1704, the town surrendered. The place was not a difficult capture, for although there were 100 guns, the Spanish garrison only numbered 80 officers and men. But these 80 Spaniards fought exceedingly well and the allies lost 61 killed and 260 wounded. Nine Dutch men-of-war co-operated in the attack on the Old Mole.

The "Grafton" then stood over to the Barbary coast and watered and then continued the search for the French fleet. This was found on August 12th near Cape Malaga in a small

THE KING'S SHIPS

GRAFTON

gale. A battle then took place on August 13th, 1704, off Velez Malaga between the Anglo-Dutch and the Franco-Spanish fleets. The Anglo-Dutch fleet consisted of 51 ships, mounting 3636 guns, commanded by Admiral of the Fleet Sir George Rooke. The Franco-Spanish fleet consisted of 51 ships, mounting 3596 guns, commanded by Admiral Count de Toulouse. The engagement lasted from 10 A.M. to 7 P.M., when the Franco-Spaniards hauled off. On neither side was any ship taken and it was a drawn battle, both sides claiming the victory. The "Grafton" lost 31 killed and 66 wounded, besides Captain Sir Andrew Leake, who was killed. He was a brave man. Although mortally wounded he sat on deck in a chair and gave his orders for fighting the ship until death removed his spirit. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed and more than as many wounded.

In 1707 the French Admiral Forbin cruised in the Channel with about 40 men-of-war. On May 1st, off Brighton, Forbin met the "Grafton," commanded by Captain Edward Acton, with two other men-of-war in charge of a convoy of 50 sail. A hot action followed, and the "Grafton" was boarded by three men-of-war of 56 guns, who carried her after a warm dispute of half an hour. Captain Acton perished while fighting with the greatest gallantry. One English man-of-war ("Royal Oak") escaped, but the "Grafton" and "Hampton Court" were taken into Dunkirk as prizes. Twenty-two of the merchantmen were captured, but the French lost heavily, and among their dead was a post-captain.

The second "GRAFTON" was a small hired armed smack dating from about 1707-9. She was of 18 tons, and carried a crew of 4 men. Her length, beam, and draught were 24 ft., 12 ft., and 6 ft.

The third "GRAFTON" was a 70-gun ship, launched at Limehouse in 1709. She was of 1095 tons, and her length, beam, and draught were 150 ft., 41 ft., and 17 ft.

In 1718 the "Grafton," commanded by Captain Nicholas Haddock, was in a fleet of 22 ships of the line and frigates, and 8 small craft under the command of Admiral Sir George Byng with his flag in "Barfleur." They met and defeated the Spaniards off Cape Passaro on August 11th. The Spanish fleet consisted of 29 ships of the line and frigates, and 16 small craft, and was commanded by Vice-Admiral Don Antonio Castaneta with his flag in "Real San Felipe." The enemy were sighted by Admiral Byng off Messina on August 10th, and the "Grafton" and three other fast sailers were despatched in chase. On the 11th the small Spanish vessels stood towards the shore, and eight vessels were despatched in chase. The main body of the Spaniards straggled away in great confusion. The English pursued and came up and engaged them one by one. The Spaniards had opened fire with their stern chasers at 11 A.M., but by nightfall they were completely defeated. Thirteen Spanish ships were captured and seven were burned, but the remainder managed to escape. Admiral Byng in his despatch said, "The ship which suffered most . . . was the 'Grafton,' the captain of which, though he had not the fortune to take any particular ship, yet was engaged with several, behaved himself very much like an officer and seaman, and bid fair for stopping the way of those four ships that he pursued, who escaped, not through his fault, but failure of wind, and his own sails and rigging were much shattered."

In 1725 the "Grafton" was rebuilt at Woolwich.

In May 1726 the "Grafton," commanded by Captain Edward Vernon, was one of a fleet of 20 ships which arrived in the Baltic under Admiral Sir Charles Wager. Allied with the Danes they proceeded to Revel and watched the Russian fleet, but nothing of importance occurred, and they returned home in the late autumn.

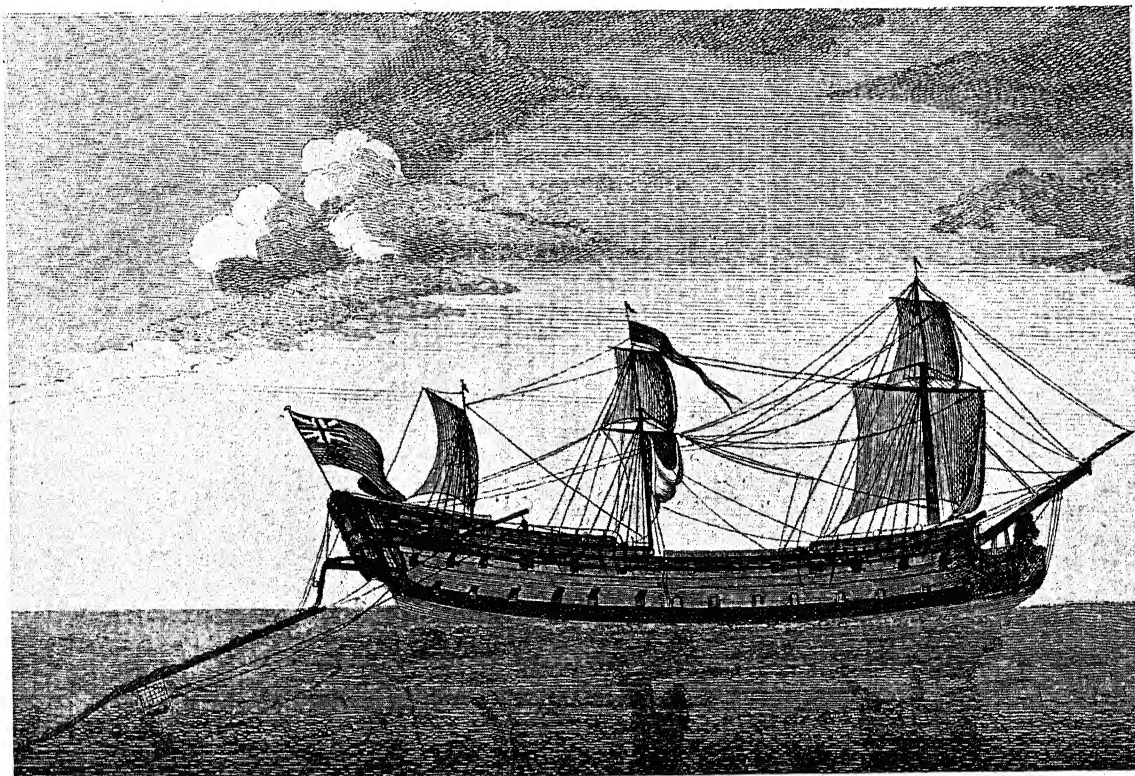
In 1741 the "Grafton" was one of a fleet of 21 ships which proceeded to attack Santiago de Cuba under Vice-Admiral Edward Vernon. They took with them 40 transports, carrying 3400 troops. The fleet anchored in Walthenham (now called Cumberland) Bay on July 18th. Some of the fleet blockaded 12 Spanish ships into Havana, others blockaded Santiago, and 6 were stationed across Cumberland Bay to protect the transports. The troops were landed, but after three months' inactivity on the part of General Wentworth, the enterprise was abandoned, and the fleet returned to Jamaica on November 28th. The Ministry at home mildly censured both the Admiral and the General, but seeing that it was impossible

for them to work together without quarrelling, competent authorities consider it would have been wiser to recall, either one or the other, or both.

In 1744 the "Grafton" was broken up.

The fourth "GRAFTON" was a 70-gun ship, launched at Portsmouth in 1750. She was of 1414 tons, and carried a crew of 520 men. Her length, beam, and draught were 160 ft., 45 ft., and 18 ft.

In July 1756 the "Grafton" was one of a squadron of four ships under Commodore Charles Holmes which cruised off Cape Breton Island. On one occasion they nearly succeeded in cutting off a small French force, and on another they fought a French squadron which succeeded in getting away.



Engraved by Boyce.

THE FOURTH "GRAFTON" WITH JURY RUDDER.

British Museum.

In September 1757 the "Grafton," commanded by Captain Thomas Cornewall, and flying the broad pennant of Commodore Charles Holmes, was in a fleet of 21 sail of the line and some frigates, which sailed for Louisbourg with the intention of blockading the French. When 60 miles south of Louisbourg an awful hurricane sprang up; the fleet was scattered, 2 vessels were lost, 12 were dismasted, and the remainder seriously damaged. The "Grafton" ran ashore but was got off. She lost her mainmast, foretopmast, and rudder, but was safely steered to England by means of a jury rudder, devised by Commodore Holmes.

In 1759 the "Grafton," in company with the "Sunderland," escorted five East Indiamen full of stores to the East Indies.

On September 10th, 1759, the "Grafton," commanded by Captain Richard Kempenfelt and flying the flag of Rear-Admiral Charles Stevens, took part in an action against the French in the East Indies off Pondicherry. The English fleet, under Vice-Admiral Pocock with his flag in "Yarmouth," consisted of 10 ships. The French, under Comte d'Aché with his flag in "Zodiaque," were 13 ships. The fleets sighted one another on the north-east coast of Ceylon on September 2nd and the British chased, but were unable to come to action. They met again on September 10th, and the action began at 11 A.M. and was fought with great fury on both sides until the evening, when the French hauled off. The British were too

THE KING'S SHIPS

GRAFTON

much damaged to pursue. The "Grafton" attacked the "Zodiaque," behaved with great gallantry, and lost 83 killed and wounded. The French lost 1500 killed and wounded. The English lost 569 killed and wounded, including 1 captain killed and 2 wounded.

In 1761 the "Grafton," commanded by Captain Hyde Parker, was one of a fleet of 12 vessels under the command of Rear-Admiral Cornish who flew his flag in "Norfolk," which acted against Manilla. On September 23rd the fleet anchored off Manilla. The Spaniards were greatly surprised. They had not heard of the outbreak of war. On September 24th the town was summoned without response, and troops were landed under cover of the guns of the fleet. A brigade of seamen also was landed. The ships bombarded and the troops attacked, and on October 5th the town was successfully stormed. The Governor took possession of the citadel, but presently surrendered. Manilla, Luzon, and all the Spanish islands were handed over in the terms of the capitulation. It was arranged that Manilla should be ransomed for four million dollars to save it from pillage, but owing to the bad faith of the Spaniards only half of this amount was paid. The Islands were handed over to the East India Company. During these operations the army lost but 115 killed, drowned, and wounded, while the Navy lost only 35 from similar causes. Rear-Admiral Cornish was made a baronet for these services.

In 1767 this "Grafton" was sold for £625.

The fifth "GRAFTON" was a 74-gun ship, launched at Deptford in 1772. She was of 1652 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 18 ft.

His Majesty King George III. honoured the launching ceremony of this ship with his presence.

On July 6th, 1779, the "Grafton," commanded by Captain Thomas Collingwood, took part in the action against the French, known as the battle off Grenada. The French force, under Admiral D'Estaing, consisted of 25 ships of the line and several frigates. The English, under Vice-Admiral John Byron, consisted of 21 ships of the line and one frigate. The French were anchored off Georgetown on the south-west of the island, and the English approached during the night. The French weighed at 4 A.M., and the English chased. Admiral Byron attacked in utter confusion and disorder. The "Grafton" and three other ships got separated from the main body and were very badly mauled. The French lost no ships and eventually hauled off, but they had 190 killed and 759 wounded. The British lost 183 killed and 346 wounded, and the "Grafton" lost 35 killed and 63 wounded, which was more than any other ship present. The action reflected no credit on either side.

In April 1780 the "Grafton," commanded by Captain Thomas Newnham and flying the broad pennant of Commodore Thomas Collingwood, was in the Centre squadron of a fleet of 20 ships of the line and 6 frigates, commanded by Admiral Sir George Rodney with his flag in "Sandwich." The French fleet, under Rear-Admiral de Guichen, consisted of 24 ships of the line, and carried 3000 troops. The enemy were sighted on the night of the 16th in the lee of Martinique, and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading British ship, led towards the leading French ship instead of to the ship opposite her. That Sir George Rodney took a serious view of the "Stirling Castle's" error is shown by his letter to Captain Carkett of that ship.

"SANDWICH," AT ST. CHRISTOPHER, *July 30th, 1780.*

SIR,—I have received your letter of yesterday, acquainting me that you are credibly informed that in my public letter to the Admiralty, relative to the action with the French fleet, on the 17th of April last, your name was mentioned.

It certainly was; and that you mistook and did not properly obey my signal for attacking the enemy, agreeable to the 21st article of the additional fighting instructions, by not bearing down instantly to the enemy's ship, then opposed to you, but led to the van ship, notwithstanding you had answered my signals, signifying that it was my intention to attack the enemy's rear, which signal I had never altered; and, of course, it behoved every officer to have paid the utmost attention to it. Your leading in the manner you did, induced others to follow so bad an example; and thereby forgetting that the signal for the line was only at two cables' length distance from each other, the van division was led by you to more than two leagues distance from the centre division, which was thereby exposed to the greatest strength of the enemy, and not properly supported.

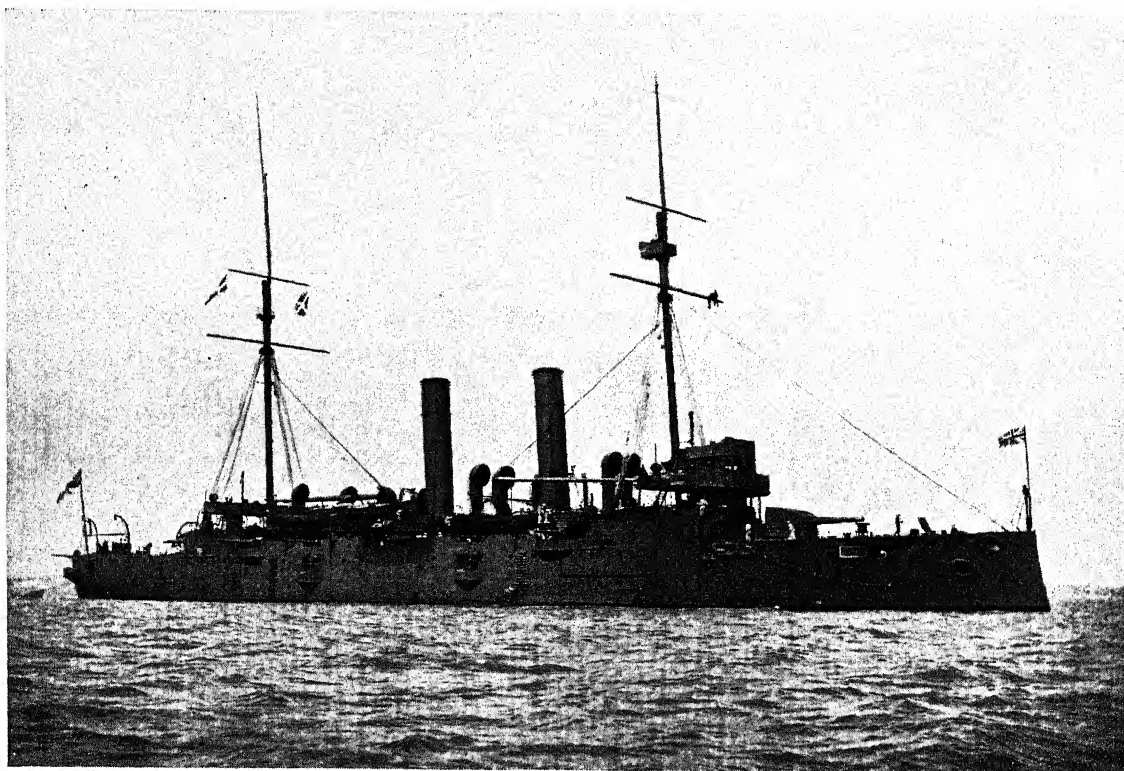
Could I have imagined your conduct and inattention to signals had proceeded from anything but an error in judgment, I had certainly superseded you, but God forbid I should do so for an error in judgment only. I only resolved, sir, not to put it in your power to mistake again upon so important an occasion as the leading a British fleet to regular battle. . . .

THE KING'S SHIPS

Judge yourself what I must have felt, to observe that the two oldest captains of the fleet I had the honour to command were the only persons I had just reason to reprimand by public signal, and let them know *they had not obeyed*. Your almost constantly keeping to windward of your station, in sailing afterwards; the repeated signals made for the ship you commanded to get into her station; your being at an amazing distance from the fleet the night before the battle; my being obliged to send a frigate to order you down; your being out of your station at daybreak, notwithstanding the line of battle was out all night—all this conduct indicated an inattention which ought not to have been shown by an officer who had been bred in the good old discipline of the western squadron; and which nothing but the former service you had done your King and Country, and my firm belief of your being a brave man, could have induced me, as Commander of a great fleet, to overlook.

You may judge what pain it has given me to write this letter to an officer I have known so long, and for whom I have always had a regard; but in great national concerns, and where the service of my King and Country is intrusted to my care, it is imperative on me to do my duty, and to take care that those under my command do theirs. Both of which, without favour or partiality, I shall strictly adhere to. I am, etc., etc.,

G. B. R.



THE SIXTH "GRAFTON."

From the photograph by Ernest Hopkins.

The action began at 1 P.M. By 4.15 P.M. the English flagship had beaten three French ships out of the line, and at 4.30 P.M. the French stood away after an indecisive action. The British lost 120 killed, 354 wounded, 1 captain killed, and 2 wounded. The "Grafton" had 2 killed and 30 wounded, one of which was Captain Newnham of the "Grafton." The French lost 222 killed and 537 wounded. Admiral Rodney censured his two junior flag-officers for inattention to signals, and gave several captains a certificate to the effect that "they meant well, and would have done their duty had they been permitted."

On May 15th, 1780, the "Grafton" took part in the second action off Martinique, between Rodney and De Guichen. The fleets manœuvred for position for five days, and on the afternoon of the 15th an indecisive action resulted, in which the British van exchanged a close cannonade with the enemy's rear. The British fleet consisted of 20 sail of the line, and the French had 23. The British lost 21 killed and 100 wounded.

On May 19th, 1780, the "Grafton" took part in the third and indecisive action between Rodney and De Guichen. This engagement was of exactly the same character as that fought four days previously. The British loss was 47 killed and 113 wounded.

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GRASSHOPPER

The "Grafton" ended her career as a receiving ship at Portsmouth, and was broken up in 1816.

The sixth "GRAFTON" is a 12-gun twin-screw cruiser, launched at Blackwall in 1892. She is of 7350 tons, 12,000 horse-power, and 20 knots speed. Her length, beam, and draught are 360 ft., 60 ft., and 24 ft.

For some years this vessel acted as a sea-going training ship for the Portsmouth Gunnery School, and she subsequently became one of the training ships for boys.

GRASSHOPPER

The Wars of the French Revolution and Empire—

Operations near Cartagena 1807
Captured Spanish "San Josef" 1807
Action with Spanish convoy off Cadiz 1808

Operations off Faro, Portugal 1808

The suppression of Chinese piracy 1865
Morant's action at Port Matheson 1865
Chinese brutality 1865

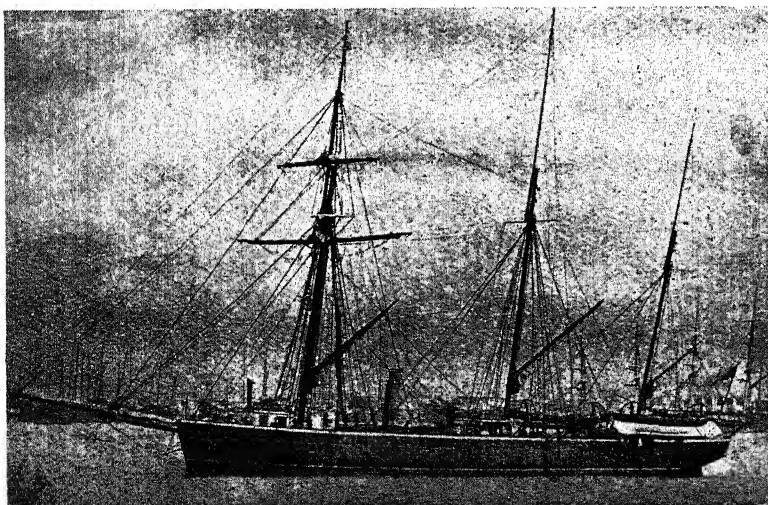


GRASSHOPPER.—A name given to numerous insects of the Locustidæ family. They live among vegetation, in woods or thickets or in the open field, keeping quiet during the day, but making the woodsides merry with their love songs in the summer evenings. Owing to their green colour, they are well concealed in their leafy haunts. The left wing cover is the bow, and the right is the fiddle of the male grasshopper's music. Most of them feed on flies and caterpillars, in catching which they use their powerful forelegs.

The first "GRASSHOPPER" was a 14-gun sloop, purchased as the "London" in 1776. She was of 276 tons, and carried a crew of 100 men. Her length, beam, and draught were 94 ft., 27 ft., and 11 ft.

At a later date the "Grasshopper" was fitted out as a 6-gun fireship, she was registered as "Basilisk" in 1779, and in April 1783 was sold for £1200.

The second "GRASSHOPPER" was an 18-gun brig-sloop, launched at Hythe in 1806. She was of 383 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 10 ft.



Admiral Sir George Digby Morant.
THE FOURTH "GRASSHOPPER."

On the night of November 6th, 1807, the "Grasshopper," commanded by Commander Thomas Searle, in company with the "Renommée," cut out a French and a Spanish merchantman which were lying under the Torre de Estacion near Cartagena. Unfortunately the prizes were swept under the Spanish batteries, and two of the British, and several of the prisoners, were wounded, before it was decided to abandon the prizes.

On December 11th, 1807, the "Grasshopper," commanded by Commander

Thomas Searle, in company with the "Renommée," captured and drove ashore under Cape Negrete the Spanish 12-gun brig "San Josef." Two other Spanish vessels had come out to engage the "Harpy" at the same time, but they managed to get away. In spite of a heavy fire from troops on the cliffs the "Grasshopper" floated off the prize and carried her off, Lieutenant Willes specially distinguishing himself. Lord Collingwood, in reporting this affair to the Admiralty, wrote that they would see in his communication "an instance of that zeal and enterprise which marked the general conduct of her commander."

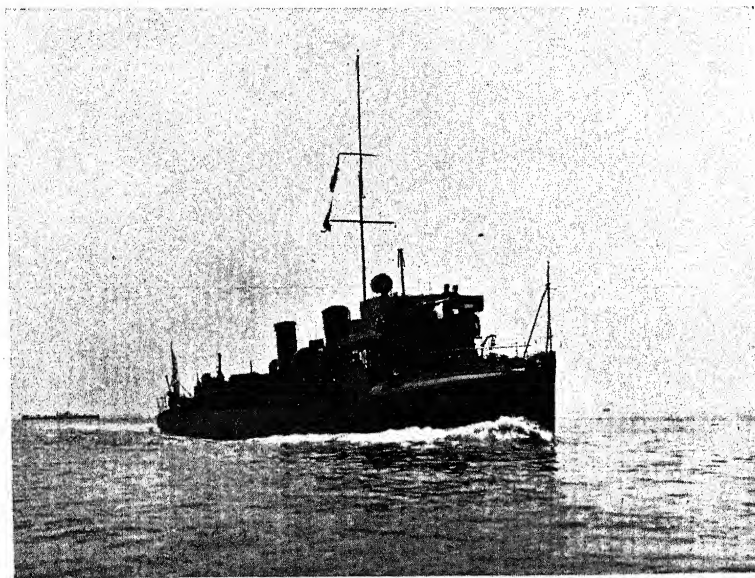
On April 4th, 1808, the "Grasshopper," commanded by Commander Thomas Searle, in company with three other vessels, discovered a large Spanish convoy to the north of Cadiz, escorted by 20 gunboats. The British attacked, and the "Grasshopper" specially distinguished herself by silencing the Spanish batteries with grape from her guns. Two of the gunboats were destroyed, and several were driven on shore. The boats were then sent in, and seven of the convoy were captured and brought out from under the Spanish guns. The British lost 1 killed and 2 wounded. Commander Thomas Searle was subsequently made a post-captain for this service.

On April 23rd, 1808, the "Grasshopper," commanded by Commander Thomas Searle, in company with the "Rapid," captured two Spanish gunboats, drove two others ashore, and made prizes of two Spanish merchantmen, each with £30,000 on board, off Faro in Southern Portugal. In the execution of this service the "Grasshopper" had one man killed, and Captain Searle and three men severely wounded.

On Christmas Day, 1811, the "Grasshopper," commanded by Commander Henry Fanshawe, drove on shore at Nieuwe Diep on the Dutch coast in a heavy storm, and being helpless was compelled to surrender to the enemy.

"At 4 P.M.," writes Commander Fanshawe, "finding night fast closing in, and the weather very unpromising, and seeing no prospect of saving our own lives, but by surrendering ourselves to the enemy, we cut our cable, and made sail for the Helder, beating for the space of nearly three or four miles over the flats, after which we succeeded in getting round the point, where we struck to the Dutch fleet."

The third "GRASSHOPPER" was an 18-gun brig sloop, launched at Portsmouth in 1813. She



From the photograph by H. J. Symonds.

THE SIXTH "GRASSHOPPER."

was of 385 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 12 ft.

In 1832 she was sold for £910.

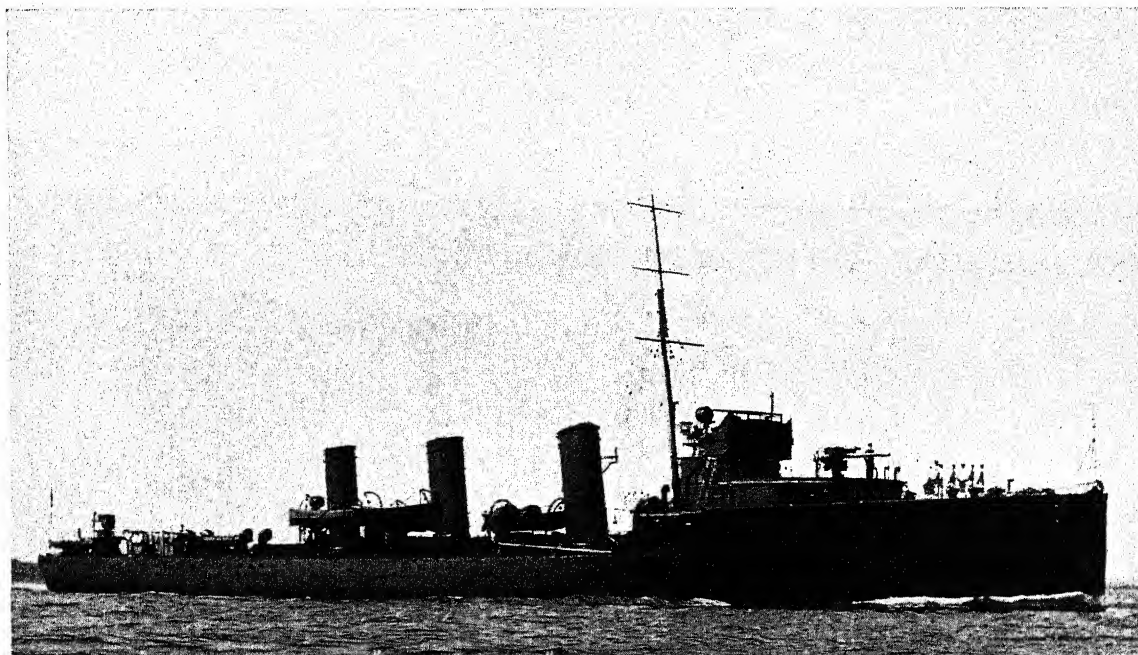
The fourth "GRASSHOPPER" was a 2-gun screw gunboat, launched at North-

THE KING'S SHIPS

GRASSHOPPER

fleet in 1856. She was of 232 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

In November 1865 the "Grasshopper," commanded by Lieutenant George Digby Morant, while near Amoy, learned that three Chinese pirate lorchas, which were then at Port Matheson, had lately captured five junks. On November 23rd Morant found the three pirates under sail with their prizes at anchor inside of them. In spite of the vastly superior force opposed to him, the gallant Morant at once engaged the pirates, who tacked backwards and forwards in the shallow part of the bay. At 11 A.M. a shell from the "Grasshopper" blew up the magazine of the largest lorch and set fire to that vessel. Having steamed round to prevent the other two from escaping, the cutter captured one of them. The third lorch kept up the engagement until 1.15 when she struck, Morant taking possession in his gig. The gunboat was twice hulled, but had no casualties. Upon seeing the "Grasshopper" approach, the pirates had deliberately beheaded 34 of their prisoners, and disembowelled two boys, sons of the masters of two of the prizes. Lieutenant Morant, who was promoted for this affair, was fortunately able to capture 23 of the scoundrels who had jumped overboard. The



THE SEVENTH "GRASSHOPPER."

From the photograph by O. G. Coates.

"Grasshopper" on several other occasions rendered useful service of the same sort, and at her paying off, she was able to claim prize money in respect of 20 pirate vessels.

In 1871 the "Grasshopper" was sold at Newchang for £582.

The fifth "GRASSHOPPER" was a 2-gun twin-screw gunboat, launched at Sheerness in 1887. She was of 525 tons, 2700 horse-power, and 19 knots speed. Her length, beam, and draught were 200 ft., 23 ft., and 10 ft.

In 1905 this vessel was sold.

The sixth "GRASSHOPPER" was a turbine coastal destroyer, launched at Thornycroft's Yard in 1907. She was of 215 tons, 3750 horse-power, and 26 knots speed. Her length, beam, and draught were 166 ft., 17 ft., and 6 ft.

Before completion this vessel was given a number, and called torpedo boat No. 9.

The seventh "GRASSHOPPER" is a turbine torpedo-boat destroyer, launched at Fairfield in 1910. She is of 950 tons, 12,500 horse-power, and 27 knots speed. Her length, beam, and draught are 265 ft., 28 ft., and 8 ft.

GREYHOUND

Henry VIII.'s War with France—		The War of Jenkins's Ear, and of the Austrian Succession—	
The Anglo-French fight at Spithead	1545	Action with French vessels off Lochaber	1746
The Campaign of the Spanish Armada—		Captured Spanish "Flore"	1746
Coastal services	1588	The Seven Years' War—	
The first Dutch War—		The capture of Montreal	1760
Blake's action with Tromp off Dover	1652	The conquest of Canada	1760
The battle of Kentish Knock	1652	The capture of Martinique	1762
The battle off Portland	1653	The War of American Independence—	
The Cromwellian War with Spain—		Collier's action with American squadron in River	
Action with Spanish ships	1656	Penobscot	1779
The suppression of Sallettine piracy	1685	Rodney's first action with De Guichen off	
Boat operations at Marmora	1685	Martinique	1780
The War of the English Succession—		Rodney's second action with De Guichen off	
Assisted the relief of Londonderry	1689	Martinique	1780
The battles off Cape Barfleur and La Hogue .	1692	Rodney's third action with De Guichen off	
George I.'s War with Spain—		Martinique	1780
The blockade of Puerto Bello	1726	The Wars of the French Revolution and Empire—	
		Assisted to capture Dutch "Belgica"	1806
		Captured Dutch "Pallas"	1806



GREYHOUND.—A breed of dog of great antiquity, the only breed of dog which has retained its original shape. The greyhound has been known in England since the time of King Canute, who confined its use to the nobility by statute. The greyhound is a large and graceful dog, conveying an impression of great speed, but it is rarely kept as a companion, its intelligence not being of a high order. The points of the greyhound are summed up by the fifteenth-century rhyme:

"The head of a snake, the neck of a drake,
A back like a beam, a side like a bream,
The foot of a cat, and the tail of a rat."

The first "GREYHOUND" was a Portsmouth galley, launched at Deptford in 1545. She was a 4-masted well-decked vessel with great stern and quarter galleries extending one-third the length of the vessel. She was of 200 tons, carried a crew of 140 men, and had 8 brass, and 37 iron guns.

In 1545 the "Greyhound" took part in the Anglo-French fight at Spithead, and in 1558 she was rebuilt. In 1562 she was wrecked off Rye.

The second "GREYHOUND" was launched in 1585, and was acquired for the Navy during the reign of Elizabeth.

She took a small part in the campaign of the Spanish Armada, but her tonnage is not known.

The third "GREYHOUND" was one of 23 voluntary ships, which joined in 1588 when the Spanish Armada was on the coast, and assisted in various minor services.

She came from Aldborough, and was commanded by Captain Michael Pullison with a crew of 40. During the campaign of the Spanish Armada she was paid for by Queen Elizabeth.

The fourth "GREYHOUND" was a pinnace of 126 tons, launched at Woolwich in 1636, mounting 12 guns. Her length, beam, and draught were 60 ft., 20 ft., and 8 ft.

Phineas Pett, the famous Woolwich shipbuilder, records in his diary on February 28th, 1635, "King Charles I. came to Woolwich with his brother, Prince Rupert, to observe the progress

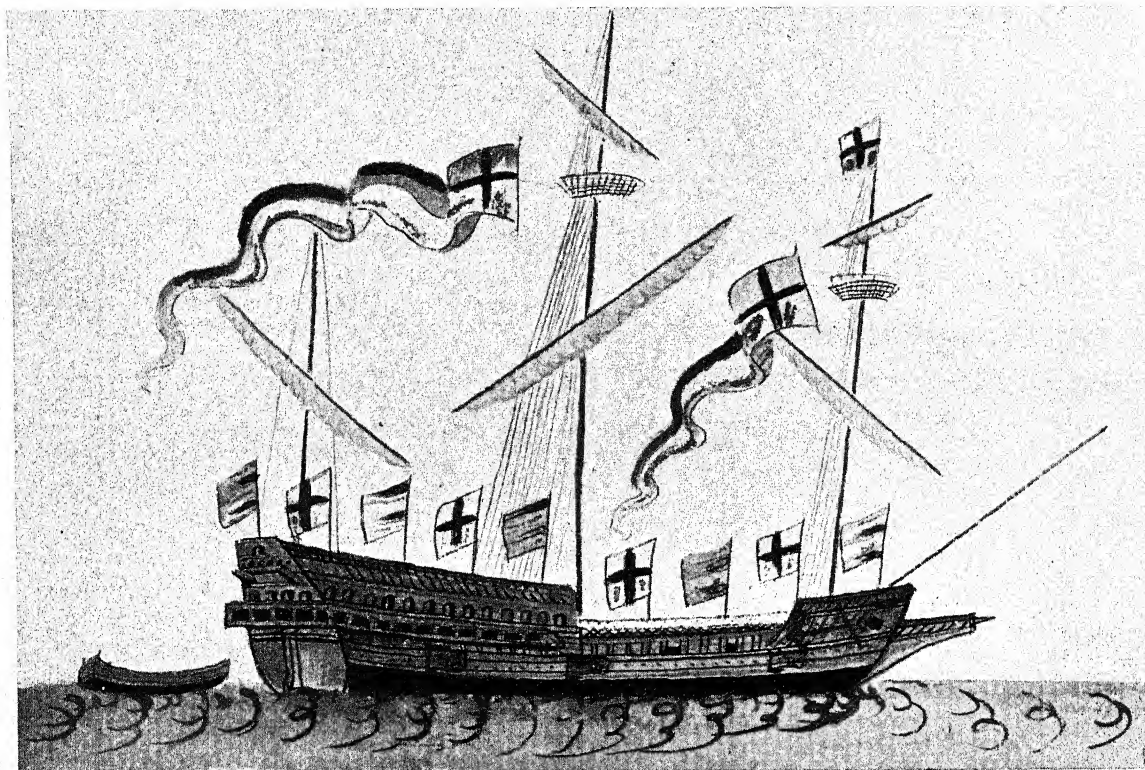
THE KING'S SHIPS

GREYHOUND

that was being made, with the 'Sovereign of the Seas,' and to see launched, two pinnaces, which had been built by the King's command, out of the waste wood from the 'Sovereign of the Seas.' One of these pinnaces was the "Greyhound."

In 1648 the crew of the "Greyhound" mutinied, the ship being commanded at the time by Captain James Coppin.

On May 19th, 1652, the "Greyhound" formed part of a squadron of nine ships at Dover, under Captain Nehemiah Bourne. They were joined by a squadron of 12 ships from Rye Bay under Robert Blake, "Admiral and General at sea." When combined they attacked Admiral Martin Tromp's fleet of 42 ships. Tromp placed the bloody flag under his colours, and fired the first broadside at 2 P.M. The battle raged until dark. From time to time boatloads of Kentish fishermen joined the fleet with admirable spirit, and helped to fight the guns. The "Greyhound,"



*Painted for H.M. King Henry VIII.
by Anthony Anthony on his Second Roll.*

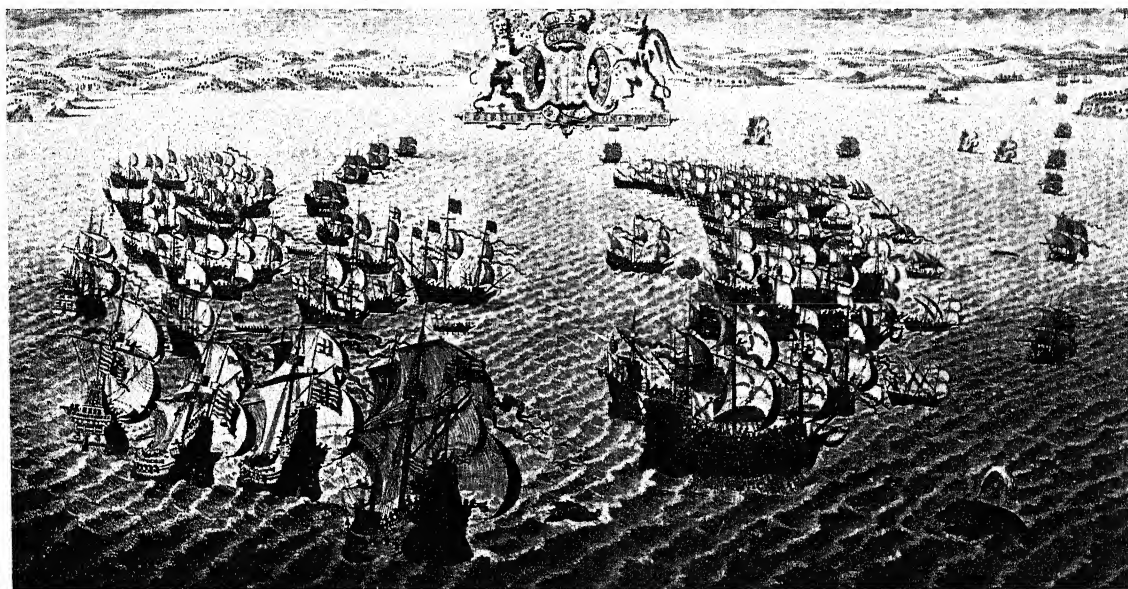
THE FIRST "GREYHOUND."

British Museum.

under Captain Bourne, attacked the Dutchmen's straggling rear. The Dutch lost two ships, recovering one when the English sent her adrift as unseaworthy. The English lost no ships. The Dutch stood away to the French coast and declined further action. The "Greyhound" then accompanied General Blake to the North Sea, where the Dutch fishing fleet was attacked. Blake captured 12 small frigates guarding the fishing fleet, and 100 fishing busses, and scattered the remainder.

On September 28th, 1652, the "Greyhound" was one of Blake's fleet which engaged the Dutch under De With in the battle of the Kentish Knock. The Dutch fleet consisted of 64 sail in all, and the fight lasted three hours. The English loss was slight, and they captured two Dutch ships, one of which had to be abandoned as she was so riddled that she subsequently sank. The Dutch loss was heavy, and there were dissensions in their fleet. When the Dutch Commander-in-Chief desired to shift his flag, the crew of the new flagship refused to receive him on board; and owing to political differences, twenty Dutch captains put their ships in such a position that they did not engage the enemy. Eventually the Dutch fleet fled, and was pursued up to the shoals of the Dutch coast. The Dutch captains were shielded by their political friends, and escaped punishment. Several English ships, including the two flagships, grounded on the Kentish Knock, and received severe injuries.

In 1653 the "Greyhound" was one of an English fleet of 80 sail commanded by Robert Blake with his flag as "Admiral and General" in the "Triumph." On February 18th they met a Dutch fleet of about equal size, and fought a battle off Portland. De Ruijter, Tromp, and Evertsen were the Dutch Admirals, and a very hot battle ensued. The flagship "Triumph" was badly mauled; Blake was severely wounded, and his flag-captain and secretary were both killed. The "Oak" and "Assistance" were taken by the Dutch but were afterwards recaptured. The "Prosperous" suffered likewise, and one Dutch ship was taken. The fight lasted three days, but disorder gradually crept in as the Dutch convoy lost faith in their men-of-war. Twenty Dutch men-of-war took to flight when their powder was expended. By February 21st the English victory was assured and the Dutch ships had all fled homewards. Five of the enemy were sunk, 4 were captured, 3 were burned, and 40 Dutch merchantmen were captured. On the English side the "Samson" was captured, three ships were quite disabled, and one was burned. It must be remembered that several of the best English ships were absent from the fight owing to injuries received at the battle of the Kentish Knock.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

THE ARMADA PURSUED OFF FOWEY.

The fifth "GREYHOUND" was a 12-gun ship, launched in 1654.

She was probably a hired vessel.

In 1656 the "Greyhound," while in action with a superior force of Spaniards, came to a gallant end. She was boarded by a hundred of the enemy and was on the point of being captured when Captain Wager fired the magazine, and friend and foe alike went to their long account.

The sixth "GREYHOUND" was a prize, captured in 1657. She was of 150 tons, and mounted 20 guns. Her length, beam, and draught were 60 ft., 27 ft., and 12 ft.

She was made into a fireship in 1666, and was burnt in that year.

The seventh "GREYHOUND" was a sixth-rate of 184 tons, launched at Portsmouth in 1672. She mounted 16 guns, and carried a crew of 75 men. Her length, beam, and draught were 93 ft., 22 ft., and 9 ft.

In 1685 the "Greyhound," commanded by Captain Randall Macdonald, accompanied the "Bonaventure" and "Lark" in an expedition against the Corsairs. On the night of June 12th they sent their boats into Mamora, and gallantly attacked and burned, under the fire

THE KING'S SHIPS

GREYHOUND

from the castle, two Saltee pirates, mounting 36 and 26 guns respectively besides patereroes. The English loss was but 1 man mortally, and 5 or 6 men slightly wounded.

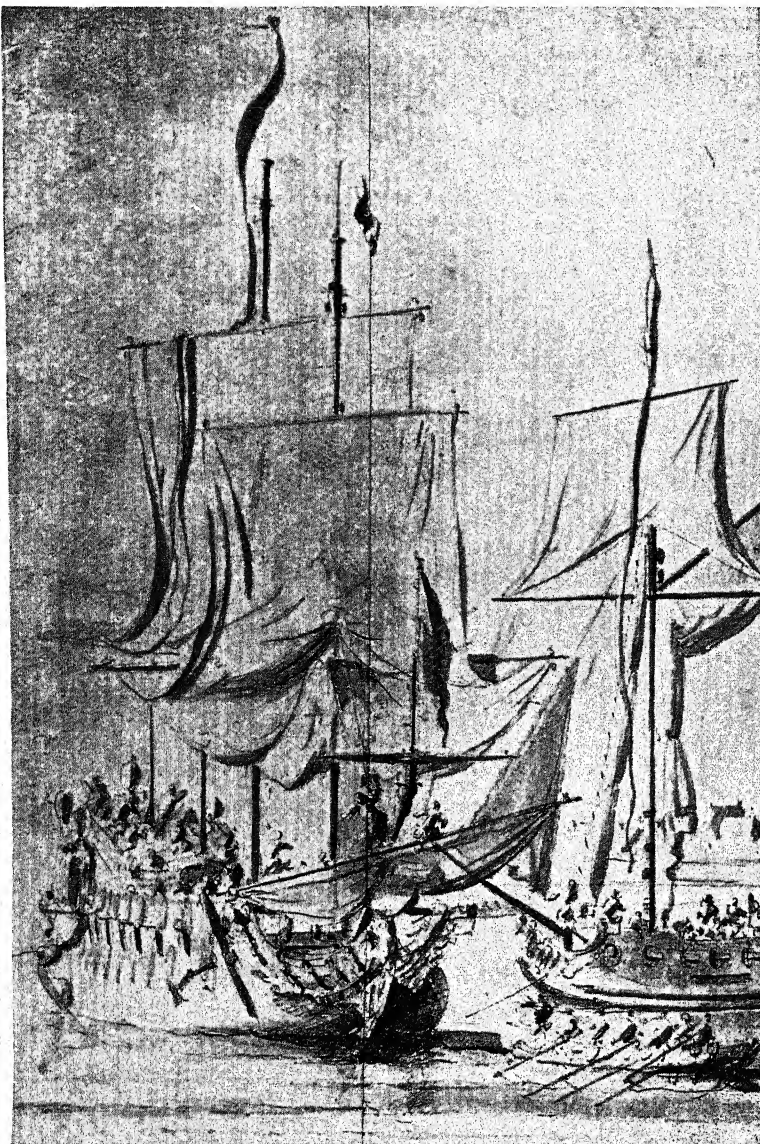
In 1689 the "Greyhound," commanded by Captain Thomas Gillam, joined the "Deptford," 54, Captain George Rooke, and co-operated with him in dispersing some malcontents on the

small islands of Gigha and Kara. This helped to clear the way for the escort of the convoy of troops about to take part in the relief of Londonderry. The "Greyhound" entered Lough Swilley and annoyed the enemy.

In 1692, the "Greyhound," commanded by Captain William Higgins, was one of a combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell with his flag in "Britannia," which met the French under Admiral Tourville.

The Anglo-Dutch fleet consisted of 99 ships of the line, 38 frigates and fireships and 6756 guns. The French fleet consisted of 44 ships of the line, 13 frigates and fireships and 3240 guns.

The fleets met off Cape Barfleur on May 19th, 1692. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered. On May 22nd Vice-Admiral Rooke was ordered to destroy all the French shipping in the Bay of La Hogue. The boats of the fleet were got out, as the enemy had hauled their vessels close into the shore. The French troops destined for the invasion of England assisted in the defence, and many of their cavalry who



Drawn by W. Van de Velde, sen.

British Museum.

THE SEVENTH "GREYHOUND."

rode down to the boats were pulled off their chargers by the seamen's boathooks. Six French men-of-war were burned. On the following night six more men-of-war were burned and all the transports and storeships. The French undoubtedly made a most gallant defence, but they were completely defeated at the end of the six days' operations. Twenty French ships managed to save themselves by flight through the dangerous Race of Alderney, and four more rounded Scotland ere they reached France in safety.

In May 1698 the "Greyhound" was sold for £116.

The eighth "GREYHOUND" was a 42-gun ship, captured from the Algerine Navy in November 1679.

Sir John Narborough captured 14 Algerine ships and bombarded Algiers. The Dey, disgusted with the inactivity of his fleet, sent to sea nearly all that still remained of it. After a smart, but not very fierce action the blockading squadron captured five ships and carried them into Cadiz, and the "Greyhound" was one of these.

The ninth "GREYHOUND" was a bomb vessel gunned with 6 minions. She was purchased in 1694, and was of 95 tons, with a crew of 20 men. Her length, beam, and draught were 60 ft., 19 ft., and 10 ft.

In May 1698 the "Greyhound" was sold for £93.

The tenth "GREYHOUND" was a 40-gun fifth-rate, launched at Ipswich in



After Isaac Sailmaker. Engraved by M. Vander Gucht.

British Museum.

THE BATTLE OFF BARFLEUR.

1703. She was of 495 tons, and her length, beam, and draught were 114 ft., 31 ft., and 13 ft.

On August 26th, 1711, this vessel was wrecked and lost off Tynemouth.

The eleventh "GREYHOUND" was a 20-gun vessel, launched at Woolwich in 1712. She was of 276 tons, and her length, beam, and draught were 94 ft., 26 ft., and 11 ft.

In 1718 the "Greyhound" was captured by the Spaniards in St. Jermyn's Bay.

The twelfth "GREYHOUND" was a 20-gun vessel, launched at Deptford in 1719. She was of 371 tons, and carried a crew of 125 men. Her length, beam, and draught were 105 ft., 28 ft., and 9 ft.

On April 15th, 1722, the "Greyhound" was captured by the Spanish Guarda Costas, but was eventually restored to the English service.

In July 1726 the "Greyhound" joined a fleet of 16 ships in the West Indies which

THE KING'S SHIPS

GREYHOUND

was commanded by Vice-Admiral Francis Hosier. The arrival of this fleet on the station caused the Spaniards great uneasiness. They interned their ships, and buried their gold and valuables. For six months the Admiral blockaded Puerto Bello, until disease and epidemic forced him to raise the blockade. In August 1727 Vice-Admiral Hosier died. The fleet suffered very heavily from disease, and the insanitary conditions allowed to prevail may be inferred from the fact that the Vice-Admiral's body was given a temporary burial in the ballast of his flagship "Breda" for four or five months. Vice-Admiral Edward Hopsonn succeeded to the command, and hoisted his flag at Jamaica in January 1728. He contracted a fever, and died on board his flagship on May 8th. During these two years, 2 admirals, 7 or 8 captains, 50 lieutenants, and 4000 subordinate officers and men were lost by various forms of sickness.

In 1731 and 1732 this ship was repaired at Deptford, and I am unable to trace her career any further.

The thirteenth "GREYHOUND" was a 24-gun sloop, launched on the Thames in 1741. She was of 450 tons, and carried a crew of 160 men. Her length, beam, and draught were 108 ft., 31 ft., and 9 ft.

On May 1st, 1746, the "Greyhound," commanded by Captain Thomas Noel, in company with the "Baltimore" and "Terror" sloops, was cruising off the coast of Scotland. They met and engaged two large French privateers, one of 34 and the other of 32 guns, off Lochaber. They had come over from France with supplies to assist the Young Pretender in his Scottish campaign. The British ships were very severely handled, and were beaten off.

In November 1746 the "Greyhound" captured the Spanish 24-gun sloop "Flore."

In 1760 the "Greyhound," commanded by Captain Thomas Francis, was in a fleet of 12 ships under Commodore Lord Colville with his broad pennant in "Northumberland." They arrived at Quebec on May 18th to assist to repel the French attempts to oust the British from Canada, and to regain the command of the country. The "Greyhound" assisted in the capture of a large number of privateers and in the capture of Montreal. On September 8th the French capitulated, and the conquest and possession of Canada by the British were complete.

In 1762 the "Greyhound," commanded by Captain Thomas Francis, was in the fleet in the West Indies, consisting of 40 ships, frigates, sloops, and bombs, with nearly 10,000 troops, which arrived off Martinique on January 7th under Rear-Admiral George Rodney. The attack began on January 16th by all ships bombarding the batteries of Fort Royal Bay. When these batteries were silenced the troops were landed and marched the six miles to Fort Royal. The necessary guns were dragged to the front by the seamen of the fleet, and on the 25th they began to bombard. The citadel surrendered on February 5th, and by February 16th the whole island was in the possession of the British, who lost 500 killed and wounded in this expedition.

In 1768 the "Greyhound" was sold for £220.

The fourteenth "GREYHOUND" was a 15-gun cutter, bought in 1763. She was of 73 tons, and had a crew of 28 men. Her length, beam, and draught were 52 ft., 18 ft., and 7 ft.

For some time she was in service at Sheerness as a hulk, and in 1780 she was sold for £200.

The fifteenth "GREYHOUND" was a 28-gun frigate, launched at Bucklers Hard in 1773. She was of 617 tons, and carried a crew of 200 men. Her length, beam, and draught were 124 ft., 33 ft., and 11 ft.

On August 3rd, 1779, the "Greyhound" sailed from New York in a squadron of seven ships under Commodore Sir George Collier. They arrived at Penobscot on August 13th, and immediately proceeded up the river to attack the American fleet of 41 vessels. The enemy retired at once and were completely routed, many of their ships being burned, driven ashore, blown up, or captured. The Americans are said to have lost 474 killed or wounded, but the English Naval loss was only 4 killed, 9 wounded, and 3 missing.

In April 1780 the "Greyhound," commanded by Captain William Dickson, took part in the action between the English and French fleets in the West Indies. The English fleet, commanded by Admiral Sir George Rodney, consisted of 20 ships of the line, two of which mounted 90 guns, and 6 frigates. The French, under Rear-Admiral De Guichen, consisted of 24 ships of the line, and carried 3000 troops. The "Greyhound" was with the Van squadron under Rear-Admiral Hyde Parker. The enemy were sighted under the lee of Martinique on the 16th,

and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading British ship, led towards the leading French ship, instead of to the ship opposite her. The action began at 1 P.M. By 1.45 P.M. the English flagship had beaten three French ships out of the line, and at 4.30 the French ships stood away after an indecisive action. The British lost 120 killed, 354 wounded, 1 captain killed and 2 wounded. The French lost 222 killed and 537 wounded. Admiral Rodney censured his two junior flag-officers for inattention to signals, and gave several captains in the fleet certificates to the effect that "they meant well and would have done their duty had they been permitted."

On May 15th, 1780, the "Greyhound," commanded by Captain William Dickson, took part in the second action off Martinique between Rodney and De Guichen. The fleets manœuvred for position for five days, and on the afternoon of the 15th an indecisive and partial engagement resulted, in which the British van exchanged a close cannonade with the enemy's rear. The British fleet consisted of 20 sail of the line, and the French of 23. The British lost 21 killed and 100 wounded.

On May 19th the "Greyhound" took part in the third indecisive action between Rodney and De Guichen. This engagement was of exactly the same nature as that fought four days previously. The British loss was 47 killed and 113 wounded.

In 1781 the "Greyhound," commanded by Captain William Fox, was wrecked and lost on the South Sand Head, near Deal, on the east coast of England.

The sixteenth "GREYHOUND" was a 20-gun cutter purchased in 1780. She was of 148 tons and carried a crew of 50 men. Her name was subsequently changed to "Viper" and she was sold under that name in 1809.

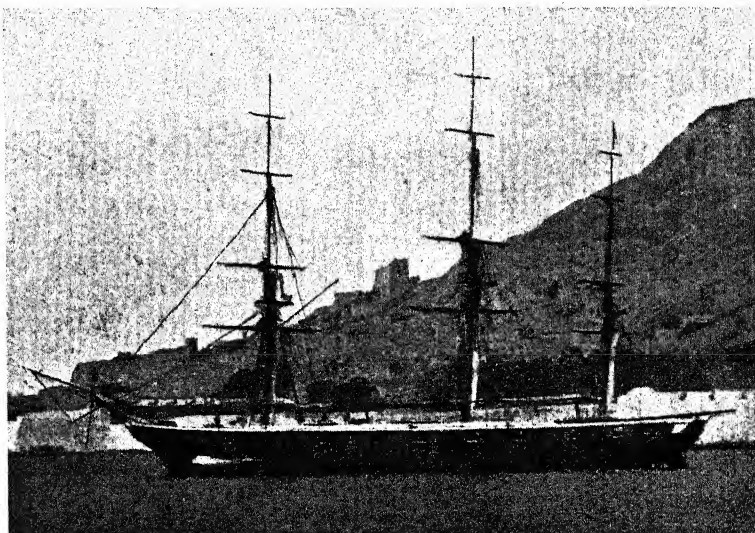
The seventeenth "GREYHOUND" was a 12-gun cutter, hired and armed for service in 1783.

The eighteenth "GREYHOUND" was a 32-gun frigate, launched at Mistleythorne in 1783. She was of 678 tons, and carried a crew of 220 men. Her length, beam, and draught were 126 ft., 35 ft., and 11 ft.

On July 6th, 1806, the "Greyhound," commanded by Captain Charles Elphinstone, assisted by the "Harrier," captured the Dutch 12-gun vessel "Belgica" in the Eastern Seas.

On July 25th, 1806, the "Greyhound," commanded by Captain Charles Elphinstone, with the "Harrier" in company, sighted off the south coast of Celebes the Dutch 36-gun frigate "Pallas," and the Dutch 16-gun vessel "William," escorting two armed Indiamen. The "Greyhound" attacked the "Pallas" on her starboard bow, which struck—with the "Harrier" engaging her on the quarter—with a loss of 12 killed and 39 wounded, after nearly an hour's hard fighting. The two Dutch Indiamen followed the example of the "Pallas" and hauled down their colours. The "William" managed to escape. The British loss was 1 killed and 11 wounded, to which the "Greyhound" contributed 1 killed and 8 wounded.

On October 4th, 1808, the "Greyhound," commanded by Captain the Hon. William Pakenham, was wrecked and lost on the coast of Luconia in the Philippines, but the crew were saved.



Captain Henry D. Shortt, R.N.

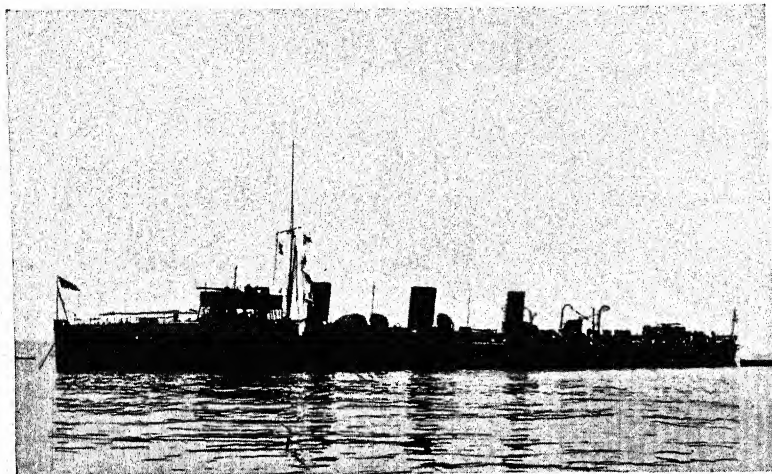
THE TWENTY-FIRST "GREYHOUND."

THE KING'S SHIPS

GRIFFON

The nineteenth "GREYHOUND" was an 115-ton cutter hired and armed for service in 1798.

The twentieth "GREYHOUND" was a small sailing cutter, built at Bridport in 1808, and employed in the Coastguard Service. She was of 154 tons, and her length, beam, and draught were 70 ft., 23 ft., and 10 ft.



From the photograph by Weeks & Gimblett.

THE TWENTY-SECOND "GREYHOUND."

She was eventually turned over to the Revenue Service.

The twenty-first "GREYHOUND" was a 17-gun screw sloop, launched at Pembroke in 1857. She was of 1260 tons, 740 horse-power, and 10 knots speed. Her length, beam, and draught were 172 ft., 33 ft., and 11 ft.

This vessel ended her career as a breakwater hulk at Devonport, after having been cut down to a 5-gun ship. In 1906 the "Greyhound" was sold.

The twenty-second "GREYHOUND" is a twin-screw torpedo-boat destroyer, launched at Hawthorn Leslie's Yard in 1900. She is of 400 tons, 6000 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 21 ft., and 9 ft.

GRIFFON

GRIFFIN

The Campaign of the Spanish Armada—

Served to the westward 1588

The War of the English Succession—

The battle of Beachy Head 1690

The battles off Cape Barfleur and La Hogue 1692

The War of the Spanish Succession—

Rooke's expedition to Cadiz 1702

Destruction of Franco-Spanish fleet at Vigo 1702

The battle off Velez Malaga 1704

The War of the Quadruple Alliance—

The battle off Cape Passaro 1718

The Seven Years' War—

The attack on Martinique 1759

The capture of Guadeloupe 1759

Recaptured British "Virgin" from the French 1760

The Wars of the French Revolution and Empire—

The blockade of the French coast 1804, etc.

Action with French invasion flotilla off Ostend 1804

Action with French invasion flotilla off Dieppe 1812

Execution of a Lieutenant 1812

The Suppression of West African Slavery 1861-1865

The blockade of Zanzibar 1888

A ship's corporal's boat action 1888



GRIFFON.—In the natural history of the ancients, the griffin, or gryphon, was the name given to an imaginary rapacious creature of the eagle species. It was represented with four legs, wings, and a beak—the fore part resembling an eagle, and the hinder part a lion. This animal, which was supposed to watch over gold mines and hidden treasures, and to be the enemy of the horse, was consecrated to the sun; and the ancient painters represented the chariot of the sun as drawn by griffins. The griffin was said to inhabit Asiatic Scythia, where the lands abound in gold and precious stones; and when strangers approached to gather these, the griffins leaped upon them and tore them into pieces, thus showing their use in chastising human avarice and greed. The griffin is frequently seen on early seals and medals, and is still borne as a favourite device on seals, and as a charge in heraldry. The griffin was also an architectural ornament among the Greeks, and was copied from them by the Romans.

The first "GRIFFON" was a hired merchant vessel of 200 tons, with a crew of 100 men.

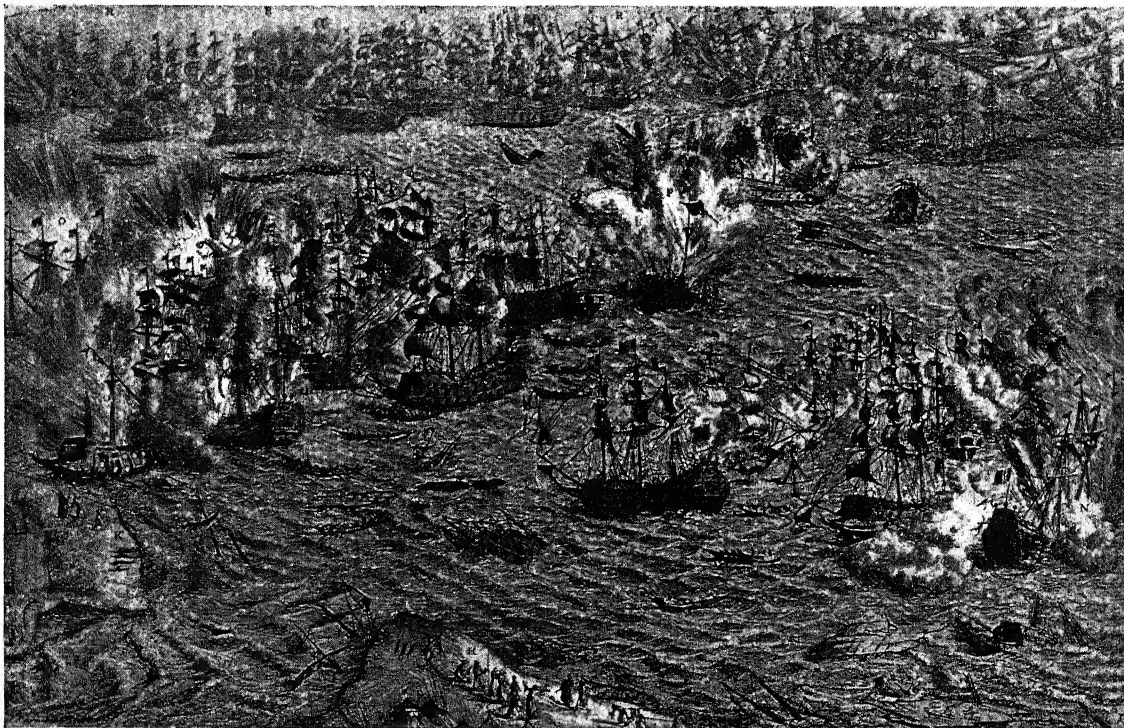
Commanded by Captain William Hawkins and with Mr. Samuel Norfolk as master, she took

part in the defeat of the Spanish Armada. She was one of 34 vessels which served to the westward under Sir Francis Drake.

The second "GRIFFON" was a hired merchant vessel of 70 tons, with a crew of 35 men.

She assisted in the defeat of the Spanish Armada. She was one of 23 vessels employed under Lord Henry Seymour, some of which were paid by Queen Elizabeth and some by the Port towns while the campaign lasted.

The third "GRIFFON" was a 12-gun ship of 121 tons, captured from the



Engraved by J. Sarrahat.

BATTLE OFF BARFLEUR.

British Museum.

Dutch in 1656. She carried a crew of 60 men, and her length, beam, and draught were 60 ft., 19 ft., and 9 ft.

In 1664 this ship was cast away at Jamaica.

The fourth "GRIFFON" was an 8-gun fireship, launched at Rotherhithe in 1690. She was of 266 tons, and carried a crew of 45 men. Her length, beam, and draught were 95 ft., 25 ft., and 9 ft.

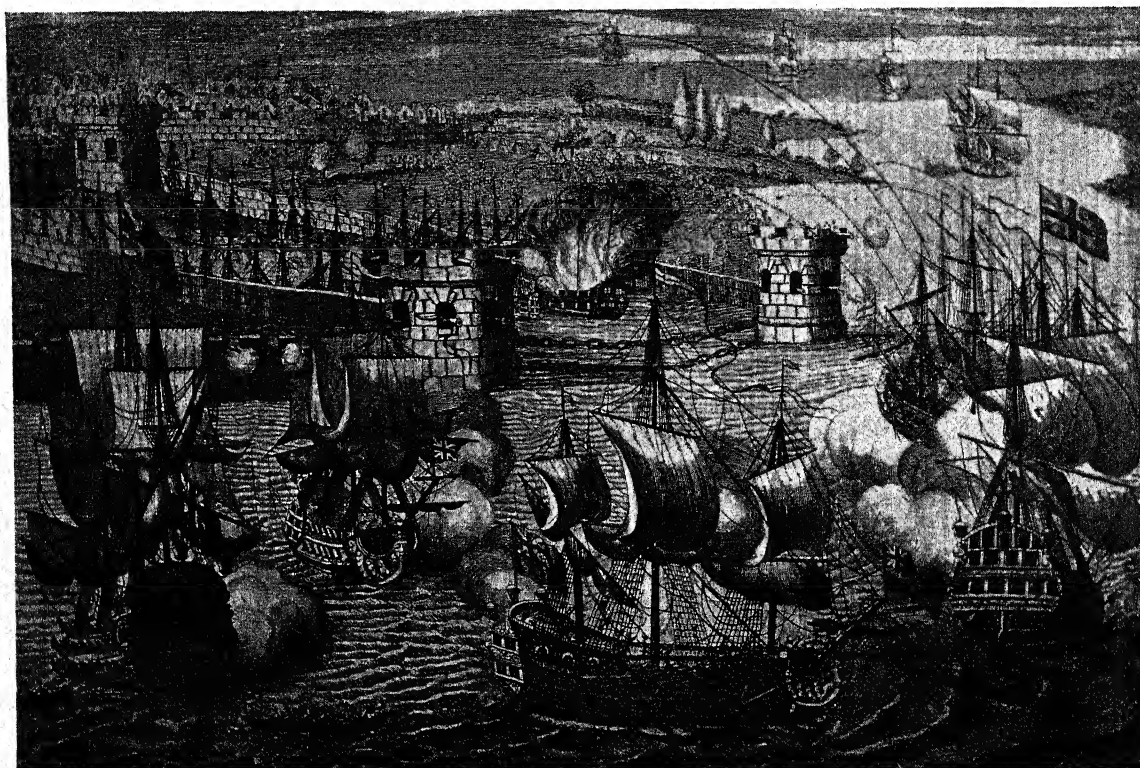
In 1690 the "Griffon," commanded by Captain Clifford Chamberlain, was one of a combined Anglo-Dutch fleet under Admiral Lord Torrington, who flew his flag in "Royal Sovereign," which fought the French in the battle of Beachy Head. The "Griffon" acted in the Rear or Blue squadron. The French, who had 12 ships and 500 guns more than the allies, were commanded by Admiral Tourville. The battle was fought on June 30th, and the allies were badly beaten. The French lost no ships, but the Anglo-Dutch fleet had eight or nine ships destroyed, and the loss of life on both sides was considerable. The Dutch lost two flag-officers and the English three captains. Lord Torrington, the English Commander-in-Chief, was tried by court-martial, and although acquitted, he was superseded, and never employed again.

In 1692 the "Griffon," commanded by Captain Robert Partridge, was acting as a fireship in the Rear or Blue squadron of a combined Anglo-Dutch fleet under Admiral of the Fleet

THE KING'S SHIPS

GRIFFON

Edward Russell, who flew his flag in "Britannia." They fought a French fleet, who were commanded by Admiral Tourville, the victor at Beachy Head. The Anglo-Dutch fleet consisted of 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French fleet consisted of 44 ships, 13 frigates and fireships, and 3240 guns. The fleets met off Cape Barfleur on May 19th, and an action which began at 10 A.M. was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were pursued and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the bay of La Hogue. The French ships at La Hogue had been hauled close in to the beach, and the French soldiers destined for the invasion of England, who came down to assist in the defence, were pulled off their chargers by the seamen's boathooks. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of their ships escaped by running



Published by W. Rayner.

ROOKE'S OPERATIONS AT VIGO.

Royal United Service Institution.

through the dangerous Race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety.

On July 9th, 1692, Captain Robert Partridge was killed while fighting the French in a small action in the Channel.

The fifth "GRIFFON" was a 10-gun fireship, launched at Sheerness in 1702. She was of 264 tons, and her length, beam, and draught were 95 ft., 25 ft., and 9 ft.

In 1702 the "Griffon," commanded by Captain William Sealey, was one of an Anglo-Dutch fleet of 50 ships of the line, besides cruisers, bombs, fireships, storeships, transports, hospital ships, and tenders, making 160 sail in all, under Admiral Sir George Rooke, which operated against the Franco-Spanish allies. On August 12th the allies anchored about six miles from Cadiz, and on the 15th, after much indecision and many councils of war, a landing was effected at Rota. After some resistance Rota surrendered to an attack by the allies, but the men on shore then became completely demoralised with drink and licentiousness. Nothing further was done by Admiral Rooke except to hold councils of war, and the fleet left the neighbourhood of Cadiz on September 19th.

THE KING'S SHIPS

From there the "Griffon" accompanied the allied fleets to Vigo, where the enemy were discovered in Redondela harbour defended by a stout boom of masts, yards, and cables. Only a portion of the fleet operated in these narrow waters, but the "Griffon" was so fortunate as to secure a place. After Vice-Admiral Hopsonn in the "Torbay" had charged and broken the boom, the entire Franco-Spanish fleet was taken, burned, or destroyed, and enormous treasure and booty fell into the hands of the victors. Forty-one of the enemy's craft suffered, and this operation covered Rooke's inactivity at Cadiz.

After the capture of Gibraltar in 1704, in which the "Griffon" took no active part, as she lay off under the Admiral, the "Griffon," commanded by Captain George Ramsay, stood over to the Barbary coast and watered, and then continued the search for the French fleet. This was found in a small gale on August 12th off Cape Malaga. The Anglo-Dutch fleet



Painted by R. Paton.

THE BATTLE OFF PASSARO.

The Painted Hall, Greenwich.

consisted of 51 ships and 3636 guns, and was commanded by Admiral of the Fleet Sir George Rooke. The Franco-Spanish fleet consisted of 51 ships and 3596 guns, and was commanded by Admiral Comte de Toulouse. The battle took place on August 13th off Velez Malaga, and lasted from 10 A.M. to 7 P.M., when the Franco-Spaniards hauled off. On neither side was any ship taken, and it was a drawn battle, both sides claiming the victory. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed and more than as many wounded.

On August 11th, 1718, the "Griffon" was one of an English fleet of 22 ships of the line and frigates and 8 small craft under Admiral Sir George Byng with his flag in "Barfleur," which fought the Spaniards in the battle off Cape Passaro. The Spanish fleet consisted of 29 ships of the line and 16 small craft under Vice-Admiral Don Antonio Castaneta with his flag in "Real San Felipe." Admiral Byng sighted the Spaniards off Messina on August 10th, and four big ships were despatched in chase. On the 11th the small Spanish vessels were detached towards the shore, and eight English ships were sent in pursuit. The main body of the enemy straggled away in great confusion, and the English pursued, and came up and engaged them one by one. The Spaniards opened fire with their stern chasers at 11 A.M., and the action was general by 1 P.M. By nightfall the Spaniards had been completely

THE KING'S SHIPS

GRIFFON

defeated; thirteen of their ships were captured and seven were burned, but the remainder managed to escape.

In 1737 the "Griffon" was sold for £113.

The sixth "GRIFFON" was a French 44-gun ship, captured from the French off Finisterre.

In 1712 Rear-Admiral Sir Thomas Hardy was cruising with a small squadron with a view to intercepting two French admirals, Ducasse and Du Guay Trouin. In August he met a French squadron of six vessels and a tartan. They were all richly laden, and Sir Thomas captured four. One of these vessels was the "Griffon," as above, and was found to be a French Naval ship, on loan to the merchants. She saw little service under our flag, because shortly afterwards she was restored to the French by the Ministry of the day.

The seventh "GRIFFON" was a 28-gun ship sloop, launched at Burlesdon in 1758. She was of 598 tons, and carried a crew of 200 men. Her length, beam, and draught were 118 ft., 34 ft., and 10 ft.

In 1759 the "Griffon" was one of a fleet of 11 ships of the line, 10 frigates, etc., and 4 bomb vessels under the orders of Commodore John Moore with his broad pennant in "Cambridge," as Commander-in-Chief of the British forces on the Leeward Islands station. On January 15th they arrived in Fort Royal Bay to attack Martinique. On the 16th the fort on Negro Point was silenced. A general bombardment then commenced, and the troops landed. The enemy proved to be in great force, and the troops withdrew. St. Pierre, the capital, was then bombarded by one ship, and the attempt on Martinique, which had proved a complete failure, was abandoned. The squadron then proceeded to attack Guadeloupe. On January 23rd the forts, citadels, and batteries of Basse Terre were bombarded. By 5 P.M. the enemy's fire was silenced. On the following day the town was wantonly destroyed by the fire of four bomb vessels, and the troops landed. Basse Terre and Fort Royal were occupied, and the French retired to the mountains, where they made a most courageous stand for three months before they finally surrendered.

In September 1760 the French "Vierge," originally the English "Virgin" and taken by the French, was recaptured by the "Griffon" in company with the "Temple," and there were some further minor operations against privateers, to which the following verses of an old ballad evidently refer:

The pretty little *Griffin* behaved most manfully,
Like showers of hail from our two ships our fiery balls did fly;
The privateers they all three struck to us immediately,
And from their batteries they fir'd, but could not us come nigh.

We turned unto their batteries and briskly fired away,
Until their guns and walls, brave boys, came tumbling in the sea;
Their forces they did run for fear, they were so sorely scar'd,
At the pretty little *Griffin* bold and the *Temple* man-of-war.

In October 1760 the "Griffon," under the command of Captain Thomas Taylor, was wrecked and lost near Barbuda in the West Indies.

The eighth "GRIFFON" was a 22-gun cutter, purchased in 1778. She was of 186 tons, and carried a crew of 55 men. Her length, beam, and draught were 73 ft., 26 ft., and 10 ft.

In August 1786 the "Griffon" was sold at Chatham for £80.

The ninth "GRIFFON" was a hired armed cutter, dating from 1783, and mounting 10 guns.

On October 23rd, 1804, the "Griffon," commanded by Lieutenant James Dillon, was one of a flotilla of seven vessels under Commodore John Hancock with his broad pennant in "Cruiser" which attacked, off Ostend, a French flotilla destined for the invasion of England. One French prame was captured, and at nightfall the British hauled off with the loss of one gun brig and three men wounded.

THE KING'S SHIPS

The tenth "GRIFFON" was a 71-ton cutter with a crew of 36 men, hired and armed for service during 1794.

The eleventh "GRIFFON" was an 18-gun brig sloop, captured from the French in 1808. She was of 368 tons, and her length, beam, and draught were 92 ft., 29 ft., and 8 ft.

She was taken on May 11th, 1808, off Cape San Antonio, Cuba, by the "Bacchante," Captain Samuel Hood Inglefield.

On March 27th, 1812, the "Griffon," commanded by Commander George Barne Trollope, was operating off Dieppe against the French invasion flotilla. She drove one brig ashore near St. Aubin, and carried a second by boarding.

On November 23rd, 1812, at 10 A.M., a Lieutenant Gamage of this ship was executed off Deal by being hanged at the yard-arm of the sloop.

His crime arose from an arbitrary command which he gave to the sergeant of marines to walk the quarter-deck with a musket on his shoulder like a private. The sergeant refused to obey the order and used irritating language, whereupon Lieutenant Gamage went down below for his sword, and coming up again, in his passion ran the man through the body. The sergeant expired on the spot. A court-martial brought in this offence as wilful murder, and although efforts were made to save Lieutenant Gamage, the discipline of the Navy was thought to demand his execution, especially as a sailor had lately been executed for assaulting his officer.

Previous to the execution the Admiral commanding issued the following Memorandum to all ships serving under his flag :

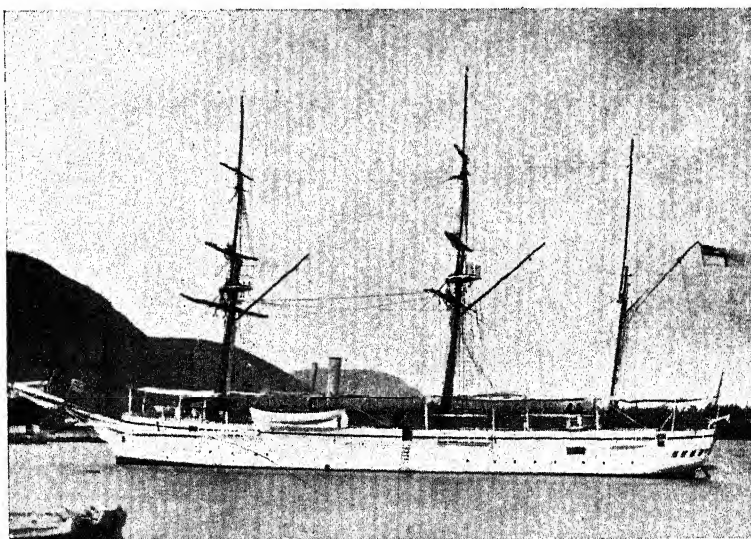
The Commander-in-Chief most earnestly desires to direct the particular attention of the fleet to the melancholy scene they are now called to attend—a scene which offers a strong, and much he hopes, an impressive lesson to every person in it—a lesson to all who are to command and to all who are to obey. Lieutenant Gamage is represented by every person who knew him, and by the unanimous voice of the "Griffon's" ship's company, as a humane, compassionate man, a kind and indulgent officer; yet for want of that guard which every man should keep over his passions, this kind, humane, compassionate man commits the dreadful crime of murder.

Let his example strike deep into the minds of all who witness his unhappy end; and whatever their general disposition may be, let them learn from him, that if they are not always watchful to restrain their passions within their proper bounds one moment of intemperate anger may destroy the hopes of a well-spent, honourable life, and bring them to an untimely and disgraceful death; and let those who are to obey, learn from the conduct of the sergeant the fatal effects which may result from contempt and insolent conduct towards their superiors. By repeated insolence, the sergeant overcame the kind and gentle disposition of Lieutenant Gamage, and by irritating and inflaming his passions occasioned his own death.

The Commander-in-Chief hopes that this afflicting lesson may not be offered in vain; but, seriously contemplating the awful example before them, every officer and every man will learn from it, never to suffer himself to be driven by ill-governed passion to treat with cruelty or violence those over whom he is to command, nor by disobedience or disrespect to rouse the passions of those whom it is his duty to obey and respect.

To the respective Captains and Commanders of H.M. ships and vessels in the Downs.

In 1819 the "Griffon" was sold.



Vice-Admiral John E. Blaxland.

THE FOURTEENTH "GRIFFON."

THE KING'S SHIPS

GRIFFON

The twelfth "GRIFFON" was a 10-gun brig sloop, launched at Chatham in 1832. She was of 230 tons, and carried a crew of 60 men. Her length, beam, and draught were 90 ft., 25 ft., and 10 ft.

The "Griffon" was subsequently converted to a 3-gun brigantine, and ended her career as a coal depot at Portsmouth, being broken up at Portsmouth in 1869.

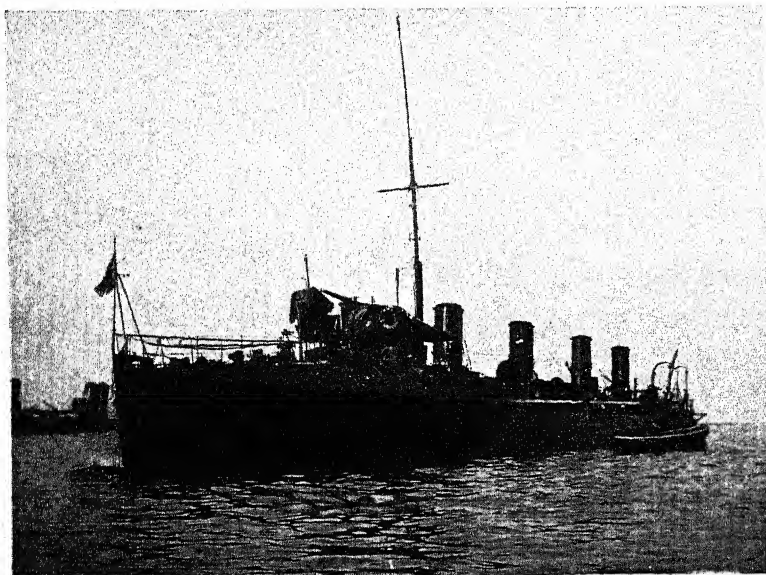
The thirteenth "GRIFFON" was a 5-gun screw gunboat, launched at Northfleet in 1860. She was of 425 tons, and 80 horse-power. Her length, beam, and draught were 145 ft., 26 ft., and 8 ft.

From 1861 to 1865 the "Griffon" was engaged in the suppression of West African slavery, and assisted in capturing eight slavers.

In October 1866 the "Griffon," commanded by Commander Duncan G. Davidson, was

stranded and lost after collision with H.M.S. "Pandora" off Little Popo.

The accident was due to the defective condition of the night-signalling system.



From the photograph by Weeks & Gimblett.

THE FIFTEENTH "GRIFFON."

The fourteenth "GRIFFON" was a 3-gun screw gun vessel, launched at Birkenhead in 1876. She was of 774 tons, 790 horse-power, and 11 knots speed. Her length, beam, and draught were 158 ft., 29 ft., and 14 ft.

In 1888 the "Griffon," commanded by Commander John E. Blaxland, was one of a squadron of one German and seven English ships under Rear-Admiral the Hon. Edmund Fremantle

with his flag in "Boadicea," which took part in the blockade of the Zanzibar littoral.

This was undertaken in the interests of the suppression of slavery, and also in consequence of the revolt of several of the coast towns against German authority. Apart from the capture of slave dhows, the blockade incidents were of an uninteresting nature.

On October 17th, 1888, the "Griffon's" steam cutter, under Lieutenant Myles Cooper, chased and engaged a large dhow armed with one gun. The dhow opened a heavy fire; Lieutenant Cooper was mortally wounded and two seamen were injured. Ship's Corporal John Bray took charge and drove the dhow ashore, where the Arabs jumped overboard and fled, leaving her to be captured.

In 1891 the "Griffon" was sold.

The fifteenth "GRIFFON" is a twin-screw torpedo-boat destroyer, launched at Birkenhead in 1896. She is of 355 tons, 6300 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 20 ft., and 5 ft.

ANCIENT WAR VESSELS

"G"

(For explanation regarding arrangement see page 51.)

Gabriel, 1350, Gabriel of the Tower. See also **Great Gabriel**—

The battle of Winchelsea . . . 1350
Frobisher's voyages of discovery . . . 1576-7

Gabriel de Harfleur, 1400?

Gabriel Royal, 1509. See also **Royal**, etc.

Gadfly, 1854. See also **Fly**, **Greenfly**, **Dragon Fly**, **Sandfly**, **Mayfly**, etc.

Gaelan, 1803

Gaillard, 1710 (French)

Gainsborough, 1654

Gaité, 1797 (French)

Gala (1904)—

Collided and foundered off Harwich . . . 1908

Galatea, 1778—

Operations in River Penobscot . . . 1779

Assisted to capture several French privateers . . . 1780

Present at capture of French "Révolutionnaire" . . . 1794

Warren's operations at Quiberon . . . 1795

Warren's action off Pointe du Raz . . . 1796

Assisted to destroy French "Andromaque" . . . 1796

Captured French "Venturier" . . . 1797

Operations at Guadeloupe . . . 1804

Boat attack on French "Général Ernouf" . . . 1804

The blockade of Martinique . . . 1806

Operations on Venezuelan coast . . . 1806

Captured French "Réunion" . . . 1806

Captured French "Lynx" . . . 1807

Operations at Mauritius . . . 1811

Schomberg's attack off Madagascar . . . 1811

Assisted to capture French "Renommée" . . . 1811

Assisted to capture French "Néréide" . . . 1811

The war with America . . . 1812

Experimental paddle wheels . . . 1830

The bombardment of Cape Haytien . . . 1865

Galatée, 1758 (French)

Galathée, 1799 (Dutch)

Galgo, 1796 (Spanish)—

The blockade of the French coast . . . 1804

Operations with French invasion flotilla . . . 1804

Action off Boulogne . . . 1804

Galicia, 1741 (Spanish)—

The bombardment of Cartagena . . . 1741

Burnt after action as useless . . . 1741

Gallant, 1797. See also **Hugh Gallant**, **Anne Gallant**, etc.—

The blockade of the French coast . . . 1804-5

Operations with French invasion flotilla . . . 1805

Action off Boulogne . . . 1805

Gallego, 1588—

The campaign of the Spanish Armada . . . 1588

Galleon Dudley, 1588 (armed merchantman)—

The campaign of the Spanish Armada . . . 1588

Galleon Hutchins, 1588 (armed merchantman)—

The campaign of the Spanish Armada . . . 1588

Galleon Leicester, 1582 (exploration vessel). See

also **Leicester**, **Earl of Leicester**—

Fenton's voyage of exploration . . . 1582-3

The campaign of the Spanish Armada . . . 1588

Succoured the "Triumph" . . . 1588

Cavendish's last voyage of exploration . . . 1591

Gallerita, 1602

Galley Blancherd, 1546 (French)

Galley Bonavolia, 1583? See also **Bonavolia**

Galley Subtile or Subtle, 1544, **Subtile**, **Subtle**—

Wrecked off Bermuda . . . 1807

The attack on St. Martin's Island . . . 1808

The capture of Martinique . . . 1809

Foundered in West Indies . . . 1812

Gallito, 1829 (Spanish slaver)

Galopine, 1225

THE KING'S SHIPS

- Gambier, 1810—**
Operations against French (hired) . 1814, etc.
- Gamo, 1801 (Spanish)**
- Gannet, 1796 (hired)—**
Operations against French . . . 1796
The defence of Suakin . . . 1887-8
Bombardment of Osman Digna's forces . 1888
- Ganymede, 1809 (French)—**
Operations against Tunisian pirates . 1816
- Garland or Guardland, 1242—**
The war with Scotland . . . 1319
Cumberland's fourth expedition . . 1591
Raleigh and Frobisher's expedition . 1592
Drake and Hawkins' last expedition . 1596
Essex's Voyage to the Islands . . 1597
The capture of Fayal and Graciosa . 1597
The capture of Villa Franca . . . 1597
Rapid mobilisation . . . 1599
The defence of Ireland . . . 1601
The recapture of Kingsale . . . 1601
Leveson's operations at Cezimbra . . 1602
Operations at Leith . . . 1623
Affair with the Dutch . . . 1623
The ship money fleets . . . 1636-7
Assisted to capture Irish "Santa Teresa" 1649
Blake's action with Tromp off Dover . 1652
The battle of Dungeness . . . 1652
Captured by the Dutch . . . 1652
Captured a Dutch ship . . . 1667
The blockade of Sallee . . . 1668
Assisted to destroy four Algerine ships 1668
The battle of Velez Malaga . . . 1704
Norris's expedition to the Baltic . . 1716
The battle off Cape Passaro . . . 1718
Wrecked off Madagascar . . . 1798
Captured French "Eclair" . . . 1801
Wrecked off Cape François . . . 1803
- Garnet, 1855—**
The blockade of Zanzibar . . . 1888
- Gaspée, 1760 (French), Gaspié, Gaspé—**
Operations in the River St. Lawrence . 1760
The capture of Montreal . . . 1760
The conquest of Canada . . . 1760
- Gauloise, 1809 (French)**
- Gayton, 1776 ?—**
Operations in West Indies . . . 1777, etc.
- Gayundah (Queensland Naval name)**
- Gaze Nuzrett, date ?**
- Gelderland, 1799 (Netherlands)**
- Geldersche Ruijter, 1665 (Netherlands). See also De Ruijter, etc.**
- Gelykheid, 1797 (Netherlands), Gelijkheid**
- Général Brune, 1801 (French). See also Brune**
- General Duff, 1797**
- General Elliott, 1801 (hired)**
- General Lake, 1797. See also Lady of the Lake**
- Général Leveau, 1796 (French)**
- General Monk, 1780 ? See also Monk, etc.—**
Assisted to capture American "Trumbull" . . . 1781
Operations in Delaware Bay . . . 1782
Action with American "Hyder Ali" . 1782
Captured by the Americans . . . 1782
- General Small, 1797 (hired)—**
Operations against French . . . 1797, etc.
- Généreux, 1800 (French)—**
Operations in Mediterranean . . . 1800
Assisted to capture French "Diane" . 1800
The blockade of Cadiz . . . 1801
The defence of Mahon . . . 1801
The defence of Porto Ferraio . . . 1801
- Génie, 1796 (French)**
- Genoa, 1814—**
The battle of Navarin . . . 1827
- Gentile, 1795 (French)**
- George and Molly, 1780 (hired and armed). See also Charming Molly, Molly, etc.—**
Captured an American privateer . . 1781
- George Noble, 1588 (armed merchantman). See also Golden Noble—**
The campaign of the Spanish Armada . 1588
Howard's expedition to the Azores . 1591
Attempted to succour Grenville's "Revenge" . . . 1591
- Georgiana, 1804 (French)—**
Burnt to avoid capture . . . 1804
The Russian war (transport) . . . 1854
Wrecked at Eupatoria (transport) . . 1854
- Germaine, 1778 (armed ship), Germain—**
The defence of Savannah . . . 1779
Action with Americans . . . 1781
Captured by Americans . . . 1781
Observed the battle of Dominica . . 1782
- Germoon, 1691 (French), Germoon Prize**
- Gertrude, 1804 (hired and armed)—**
Collided and sank . . . 1804
- Geyser, 1842—**
The expedition to the Baltic . . . 1855
The bombardment of Sveaborg . . . 1855
- Gier, 1799 (Netherlands)**
- Gift, 1588. See also Little Gift, New Year's Gift, etc.—**
The campaign of the Spanish Armada . 1588
Preston's operations in the West Indies 1595
Sacked Coro and Santiago de Leon . 1596
The first battle of the North Foreland . 1653
- Gift Major, 1652**
- Gift Minor, 1658**
- Gift of God, 1588 (armed merchantman)—**
The campaign of the Spanish Armada . 1588
Carried victuals to the westward . . 1588
- Giganta, 1806 (Spanish)**

THE KING'S SHIPS

- Gillyflower**, 1546—
The first battle of the North Foreland . 1653
- Gilwall**, 1804 (Indian country ship)—
Dance's action with Linois . . . 1804
- Gironde**, 1800 (French)
- Giulia** ? 1808 (Danish)
- Gladiator**, 1783—
The expedition to the Baltic . . . 1854
The attack on Bomarsund . . . 1854
Succoured the "Penelope" . . . 1854
Operations in the Sea of Azof . . . 1855
The capture of Kertch . . . 1855
The capture of Kinburn . . . 1855
Collided and sank in the Solent . . . 1908
- Glatton**, 1795—
The blockade of the Dutch coast . . 1796
Gallantly engaged seven French ships . 1796
Operations in Nieuwe Diep . . . 1799
Operations in River Vlieter . . . 1799
Capture of a Dutch squadron . . . 1799
Nelson's bombardment of Copenhagen . 1801
The blockade of Karlskrona . . . 1801
Boat operations at Mitylene . . . 1807
Captured a Turkish treasure ship . . 1807
The blockade of Corfu . . . 1807
Captured a French transport . . . 1807
Operations off the Italian coast . . . 1808
- Gleaner**, 1810—
Operations against French (hired) . 1814, etc.
The expedition to the Baltic . . . 1855
The bombardment of Sveaborg . . . 1855
- Glendalough**, 1854 (hired transport)—
The Russian war . . . 1854
Wrecked at Eupatoria . . . 1854
- Glenmore**, 1795—
Captured French "Calcutta" . . . 1799
Diagonal instead of rectangular timbering . . . 1800
- Globe**, 1646 ?—
The first battle of the North Foreland . 1653
- Glommen**, 1807 (Danish)—
Wrecked at Barbados . . . 1809
- Glowworm**, 1906
- Glückstad**, 1807 (Danish), **Gluckstadt**
- Gnat**, 1855—
Wrecked off Balabac, China . . . 1868
- Godale**, 1322—
The war with Scotland . . . 1322
- Godelyne**, 1299 (Cinque port fleet)—
The war with Scotland . . . 1299-1300
- Godibiate**, 1350—
The battle of Winchelsea . . . 1350
- Godspeed**, 1602 (exploration vessel)—
Search for a North-West Passage . . 1602
The expedition to Virginia . . . 1607
- Godyere**, 1299 (Cinque port fleet)—
The war with Scotland . . . 1299-1300
- Godyn**, 1299 (Cinque port fleet)—
The war with Scotland . . . 1299-1300
- Goelan**, 1793 (French), **Goeland**
- Golden Cock**, 1653. See also **Cock**—
The action off Katwijk . . . 1653
The battle off Scheveningen . . . 1653
- Golden Fleece**, 1653 (hired and armed)—
The first battle of the North Foreland . 1653
The Russian war (hired) . . . 1854-5
- Golden Grove**, 1777 (store ship)—
Early Australian colonists . . . 1778
- Golden Hind**, 1578 (exploration vessel). See also **Hind**, **White Hind**, etc.—
Drake's circumnavigation . . . 1578-80
Gilbert's voyage and seizure of Newfoundland . . . 1583
The first sight of the Spanish Armada . 1588
The campaign of the Spanish Armada . 1588
- Golden Horse**, 1681 (Algerine pirate). See also **Flying Horse**, **Red Horse**, etc.
- Golden Noble**, 1588 (armed merchantman). See also **George Noble**—
The campaign of the Spanish Armada . 1588
- Golden Phoenix**, 1621 (armed merchantman). See also **Phoenix**, etc.—
Mansell's expedition to Algiers . . 1621
- Golden Rial**, 1588—
The campaign of the Spanish Armada . 1588
- Golden Rose**, 1690 ? See also **Rose**, etc.
- Golden Ruijter**, 1667 (Netherlands). See also **De Ruijter**, etc.
- Golden Tiger**, 1679 (Algerian). See also **Tiger**
- Goldfinch**, 1808—
Engaged French "Mouché" . . . 1809
- Golgo**, 1742 (Spanish)
- Golondrina**, 1799 (Spanish)
- Good Design**, 1797 (hired)
- Good Intent**, 1801 (hired)
- Goodly**, 1740—
The bombardment of Cartagena . . . 1740
The attack on Chagres . . . 1741
The attack on Cartagena . . . 1741
- Good Pace**, 1400, **Good Pace of the Tower**
- Good Will**, 1763. See also **Farmer's Goodwill**, **Owner's Goodwill**, etc.
- Goodwin**, 1691 (French)
- Gorée**, 1762—
Engaged French "Palinure" and "Pilade" . . . 1808

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Gorgon, 1785—

Lord Hood's occupation and operations at Toulon	1793
Boat operations in Lake Borgne	1814
The Syrian war	1840
The bombardment and capture of Sidon	1840
The bombardment of St. Jean D'Acre	1840
Operations in River Parana	1845
The battle of Obligado	1845
The expedition to the Baltic	1854
The capture of Bomarsund	1854
The expedition to the Baltic	1855
Operations at Dwina Mouth	1855
Assisted with early Atlantic telegraph cable	1858

Goshawk, 1805—

The blockade of the French coast	1810-11
Engaged French "Amazone"	1810
The blockade of Cherbourg	1811
Action with French gunboats off Barfleur	1811
Succoured the "Hotspur"	1811
Operations in the Mediterranean	1812
Boat operations at Malaga	1812
Assisted to capture French "Intrepid"	1812
Assisted to capture French "Napoleone"	1812
Wrecked in the Mediterranean	1813
The action off Heligoland	1914
Assisted to sink German destroyer "V 187"	1914

Gosport, 1696—

"Tom of Ten Thousand" his adventure	1730
Dismissed service as lieutenant and promoted to captain in twenty-four hours	1730
The defence of a convoy	1762

Gossamer, 1831

Gozo, 1800

Governor, 1485

Grace, 1588. See also Mary Grace, Dame de Grace, Marie of Grace, etc.—

The campaign of the Spanish Armada	1588
Operations against French (hired)	1793

Grace Dieu, 1416, Grace a Dieu, Grace de Dieu. See also Henry Grace à Dieu—

Accidentally burnt at Burlesdon	1439
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Grace of God, 1588—

The campaign of the Spanish Armada	1588
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Gracieuse, 1804 (French)—

Operations off San Domingo	1805
Destroyed a French schooner	1805
Boat operations at Ensenada	1806
Destroyed two Spanish ships	1806

Gramont, 1757 (French). See also Comte de Gramont—

The capture of Louisbourg	1758
Boscawen's action with De la Clue off Lagos	1759
Captured at St. John's, Newfoundland	1762

Grampian, 1890

Grampus, 1740—

Lost at sea	1742
Assisted to capture French "Médée"	1744
Action with the French	1744
Captured by the French	1744
Foundered off Newfoundland	1778
Wrecked on Barking Shelf	1799
Various operations in Mediterranean	1914

Gran, 1794 (hired)—

Operations against French	1794, etc.
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Grana, 1781 (Spanish)

Granada, 1693

Granado, 1693—

The bombardment of Le Havre	1694
Destroyed during action	1694
Walker's expedition to Quebec	1711

Grande Marie, 1416. See also Marie, etc.

Grand Falconer, 1801

Grand Gidéon, 1756 (French)

Grandmistress, 1545

Grand Napoléon, 1809 (French). See also Napoleon

Grand Rodeur, 1809 (French)

Grand Sarpedon, 1782 (French). See also Sarpedon

Grand Turk, 1745 (French)

Granicus, 1813—

The bombardment of Algiers	1816
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Graham, 1654—

Operations in the West Indies	1655
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Grappler, 1797—

Grounded and destroyed on Chausey	
Reefs	1803
The expedition to the Baltic	1855
The bombardment of Sveaborg	1855

Gravina, 1805 (Spanish)

Great Bark, 1512. See also Less Bark, King's Bark, Black Bark, Hoy Bark, etc.—

Henry VIII's voyage to Bullaen	1520
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Great Charity, 1650. See also Charity and Little Charity—

Penn's expedition to the West Indies	1655
Operations at San Domingo	1655
The capture of Jamaica	1655

Great Christopher, 1560? See also Christopher, etc.

Great Elizabeth, 1514. See also Elizabeth, etc.—

Wrecked and lost	1514
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Great Gabriel, 1417? See also Gabriel, etc.

Great Lewis, 1650 (armed merchantman). See also Lewis Prize, St. Lewis—

The blockade of Lisbon	1650
Various actions with Royalist ships	1650

THE KING'S SHIPS

- Great Michael, 1490?** See also **Michael, St. Michael**, etc.
- Great Nicholas, 1514.** See also **Nicholas**, etc.
- Great Pinnace, 1636.** See also **Less Pinnace, Lesser Pinnace**, etc.—
The ship money fleets 1636-7
- Great Zabra, 1522.** See also **Lesser Zabra**
- Grecian, 1818—**
The suppression of slavery 1848
The defence of a slaver 1848
The affair at Shanghai 1854
- Greenfish, 1690**
- Greenfly, 1906.** See also **Fly, Dragon Fly, Gadfly, Sandfly, Mayfly**, etc.
- Green Linnet, 1803 (hired).** See also **Linnet—**
Operations against French . . . 1803, etc.
- Greenock, 1846**
- Greenwich, 1666.** See also **John of Greenwich—**
The battle of Bantry Bay 1689
The battles of Barfleur and La Hogue . . 1692
Operations at Brest 1694
Benbow's action with Du Casse . . . 1702
Defence of a convoy off Lisbon . . . 1705
The bombardment of Cartagena . . . 1740
The blockade of Cartagena 1740
Sunk in hurricane at Jamaica . . . 1744
Action with three French ships . . . 1757
Captured by the French 1757
- Gregory Ismay, 1497?** (hired and armed)—
Operations in Scotch waters 1497
- Grenado, 1693—**
The attack on Martinique 1759
The capture of Guadeloupe 1759
The capture of Martinique 1762
The Havana expedition 1762
- Grenville, 1763**
- Greta, 1855**
- Grinder, 1855—**
The Russian war 1855
Operations in Sea of Azof 1855
Operations at Glofira and Crooked Spit . 1855
The capture of Kinburn 1855
Operations in River Bug 1855
- Griper, 1797—**
The blockade of the French coast . . 1807
Foundered off Ostend 1807
Parry's Arctic exploration 1819
Lyon's voyage to Repulse Bay . . . 1824
Clavering's voyage to Spitzbergen . . 1836
- Grondeur, 1809 (French)**
- Gros Islet, 1781—**
Operations in West Indies 1781-2
- Grouper, 1804—**
Wrecked off Guadeloupe 1811
- Growler, 1797—**
The blockade of the French coast . . 1797
Action off Dungeness 1797
Captured by the French 1797
Gambier's operations in Basque Roads . 1809
Assisted to destroy three French ships . 1812
Operations on Lake Champlain . . . 1813
Action with Americans on Lake Ontario, etc. 1814
Captured by Americans 1814
Recaptured by British 1814
The suppression of African slavery . . 1845
The expedition to the Baltic 1855
The bombardment of Sveaborg 1855
The suppression of piracy in River Congo 1870
- Guachapin or Guet-apens, 1804—**
The capture of Surinam 1804
Wrecked off Antigua 1811
- Guadeloupe, 1763—**
Arbuthnot's action with Des Touches . 1781
Operations in River Chesapeake . . . 1781
Sunk in the Chesapeake to avoid capture 1781
Action with French "Tactique" and "Guêpe" 1811
- Guardian, 1754 (E.I.C.)—**
Operations against pirate Tulagee Angria 1756
Struck an iceberg off the Marion Isles . 1789
Drifted in water-logged condition for two months 1789-90
A fine example of discipline and courage 1789
- Guay Trouin, 1780 (French).** See also **Duguay Trouin**
- Guelderland, 1808 (Netherlands)**
- Guernsey, 1660—**
The affair at Bergen 1666
The suppression of Mediterranean piracy 1669
Creditable defence of a convoy . . . 1670
Operations in the Mediterranean . . . 1677-8
Action with Algerine "White Horse" . 1678
Wheler's operations in the West Indies 1693
Norris's expedition to the Baltic . . 1718
The battle off Toulon 1744
Operations in the Mediterranean . . . 1757
Saunders's engagement with Du Revest . 1757
Boscawen's action with De la Clue off Lagos 1759
- Guerrier, 1798 (French), Guerrière—**
Burnt after capture 1798
Action with American "Constitution" . 1812
Captured by the Americans 1812
Operations on American coast 1812
- Guest, 1599 (exploration vessel)—**
Part of Lancaster's voyage to India . . 1600
Turned adrift at sea 1600
- Guiana, 1598 (armed merchantman)—**
Cumberland's last expedition 1598
The capture of Lanzarote 1598
The capture of Puerto Rico 1598

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Guide, 1563

Guildford, 1759. See also **Mary Guildford**

Guillaume Tell, 1800 (French)

Guinea, 1648—

Seceded from Parliamentary control . . . 1648

Operations against Royalist ships . . . 1648-9

Captured by Royalist ships . . . 1649

William Penn's expedition . . . 1650

The first battle of the North Foreland . . . 1653

The battle off Lowestoft . . . 1665

The St. James's Fight . . . 1666

A boasting Frenchman . . . 1666

Guipuscoa, 1780 (Spanish)

Guirlande, 1758 (French)

Gulare, 1833

HALCYON

ALCION

The Wars of the French Revolution and Empire—
Captured Spanish "Neptune" 1806

Action with Spanish vessels 1806
Gambier's bombardment of Copenhagen 1807



HALCYON.—In Greek mythology Alcyon or Halcyon was the wife of Ceyx, King of Trachys. Ceyx perished by shipwreck, and his broken-hearted wife flung herself into the sea, whereupon the gods, moved to pity, changed them both into birds. It was fabled that the halcyons or kingfishers built their nests upon the waves about the time of the winter solstice, and that the sea always remained calm during the breeding period. Hence the term "halcyon days" to designate a time of happiness and tranquillity.

Another version represents the metamorphosis as the revenge of Zeus for their so exulting in their wedded bliss as to call each other Zeus and Hera.

The first "HALCYON" was a 16-gun brig, taken from the French. She was of 298 tons, and carried a crew of 95 men. Her length, beam, and draught were 91 ft., 28 ft., and 8 ft.

She was captured on July 8th, 1803, as the "Alcion," off Sardinia, by the "Narcissus," Captain Ross Donnelly. She was noteworthy as a fast sailer, and was added to the Navy as the "Halcyon."



Painted and engraved by R. Dodd.

GAMBIER'S BOMBARDMENT OF COPENHAGEN.

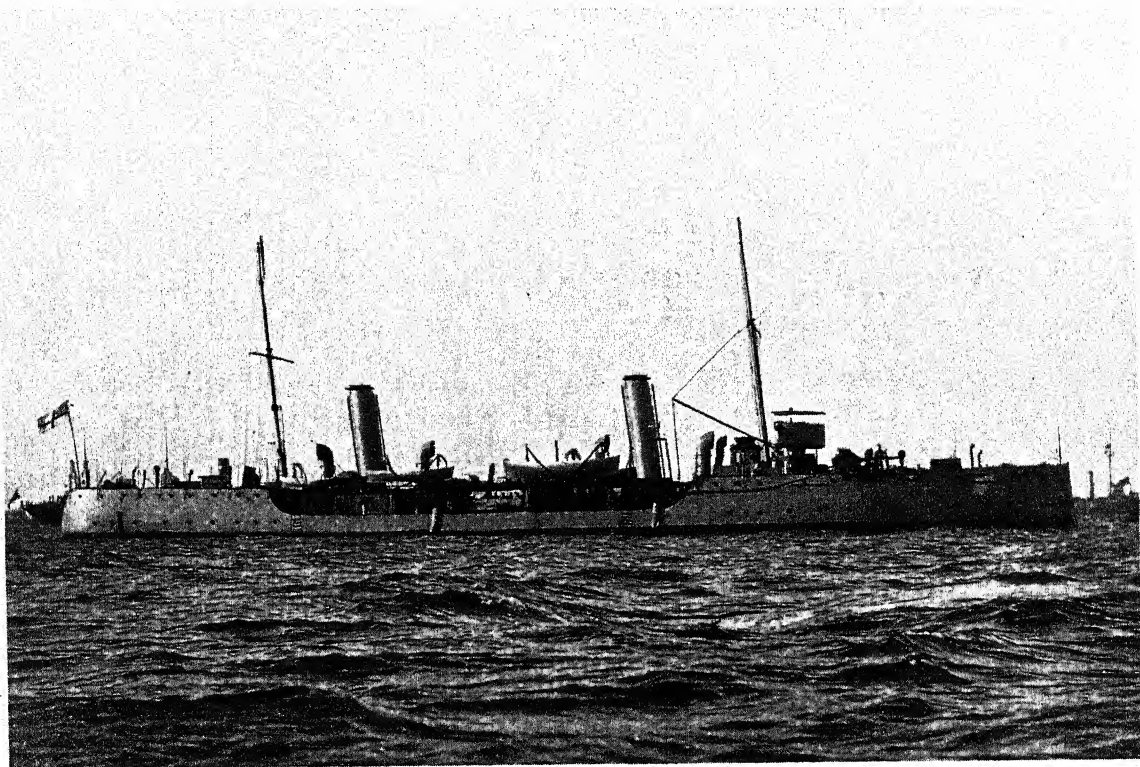
British Museum.

THE KING'S SHIPS

HALCYON

On December 13th, 1806, the "Halcyon," commanded by Commander Henry W. Pearce, while cruising off the eastern coast of Spain, sighted four Spanish armed vessels with five settees in company. The "Halcyon" boldly attacked the armed vessels, drove off three, and boarded and captured the "Neptune," 12 guns, without any loss.

In 1807 the British Government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly, a fleet of 65 vessels, of which the "Halcyon" was one, under Admiral Gambier with his flag in "Prince of Wales," was despatched against Denmark. They anchored about four miles from Copenhagen in August and established a blockade. A large army under General Lord Cathcart was landed, and at once laid siege to the city of Copenhagen. On the 23rd a flotilla of bombs, mortar boats, and gun brigs attacked Copenhagen from seaward, while the army made ready their batteries



THE THIRD "HALCYON."

From the photograph by Ernest Hopkins.

against the town. After much firing the Danes capitulated, and surrendered their entire fleet of 70 vessels to the English. The big ships took no part in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet received the thanks of Parliament; Admiral Gambier was given a peerage, and Vice-Admiral Stanhope received a baronetcy.

In 1812 the "Halcyon" was broken up.

The second "HALCYON" was an 18-gun brig sloop, launched at Lynn in 1813. She was of 384 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

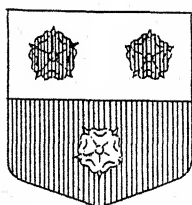
On May 19th, 1814, the "Halcyon," commanded by Commander John Houlton Marshall, was wrecked and lost in Anato Bay, on the north side of St. Domingo.

The third "HALCYON" is a 2-gun twin-screw gunboat, launched at Devonport in 1894. She is of 1070 tons, 6000 horse-power, and 19 knots speed. Her length, beam, and draught are 250 ft., 30 ft., and 9 ft.

HAMPSHIRE

Blake's bombardment at Porto Farina	1654
The Cromwellian War with Spain—	
Blake's action at Santa Cruz	1657
Assisted to capture Pirate "Victorio Papachino"	1658
The second Dutch War—	
The St. James's Fight	1666
"Sir Robert Holmes, his bonfire"	1666
The chastisement of Algerine corsairs	1670
Narborough's action with Tripolitan men-of-war	1676
The bombardment, blockade, and operations at	
Algier, etc.	1678
Assisted to destroy "Orange Tree" and to capture	
"Calabash"	1680
The War of the English Succession—	
The capture of Marie Galante	1691

The attack on Guadeloupe	1691
Operations at San Domingo	1694
Action with French squadron off Newfoundland	1697
Operations in the Baltic	1700
The War of the Spanish Succession—	
Action with Du Guay Trouin off Cork	1709
Action with French "Achille"	1709
Various operations in the Baltic	1715-1726
The Seven Years' War—	
Action with French squadron off Cape François	1760
Destroyed French "Prince Edward"	1760
Assisted to destroy French "Fleur de Lys"	1760
Assisted to capture French "St. Ann"	1761
The capture of Havana	1762



HAMPSHIRE.—One of the southern maritime counties of England, which includes the Isle of Wight, from which the mainland portion is separated by the Solent and Spithead. Hampshire is distinguished as an agricultural county, and is well wooded. It has an area of 1625 square miles. Portsmouth, the principal naval port of England, and Aldershot, the principal military centre, are situated in this county.

The first "HAMPSHIRE" was a 46-gun ship, launched at Deptford in 1653. She was of 489 tons, and carried a crew of 220 men. Her length, beam, and draught were 118 ft., 30 ft., and 15 ft.

In 1654 the "Hampshire," commanded by Captain Blake, was one of a fleet of 25 vessels acting under Robert Blake, "Admiral and General-at-Sea," who flew his flag in "George."

They sailed for the Mediterranean on September 29th, 1654, and after touching at Cadiz and Leghorn, they heard that Tunis Bay was full of men-of-war bound eastward for the Sultan's service. These ships were found in Porto Farina Bay. Blake left six ships to blockade them, and proceeded to Cagliari to water his fleet. On his return, he found the nine foreign ships unrigged, their guns planted on shore, and a camp formed. He attacked on April 4th, one-half of the fleet attacking the forts and the others the ships. The forts were very soon overpowered, and the boats were manned and armed, and boarded, captured, and burned the nine men-of-war. The English lost 25 killed and 48 wounded. This occasion was the first upon which the guns of a fleet were successfully used against forts on shore.

On April 20th, 1657, the "Hampshire" was one of a fleet of about 24 sail, under "Admiral and General" Robert Blake, with his flag in "St. George," which attacked the Spanish treasure-ships and the forts at Santa Cruz, Teneriffe. Twelve ships attacked the galleons and the others the forts. "It pleased God," wrote Blake, "that in four hours their men were beaten out and all the ships put ashore, except the Admiral and Vice-Admiral, who made the most considerable resistance. About two of the o'clock the Vice-Admiral was set on fire, and the Admiral by some happy shot or other accident blew up, having (as we perceived just before) many men on board of her." Some sixteen of the Spanish ships were destroyed or on shore, but it was found that the treasure had been safely landed and sent to La Laguna in the interior and it was impossible to get it. The Spanish batteries rallying, Blake worked his squadron out to sea against the head wind, towing his disabled ships, and none were lost or left behind.

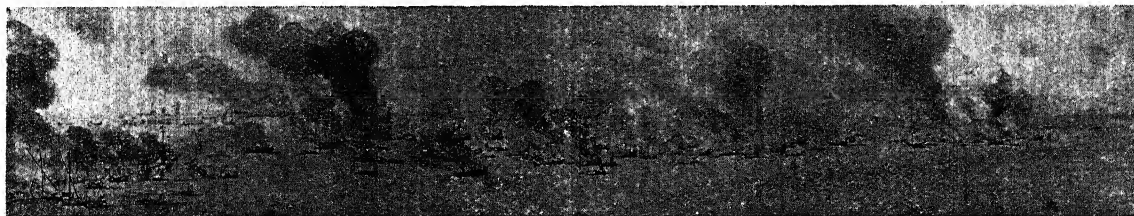
In November 1658 the "Hampshire" was one of a squadron acting under the orders of Captain Stoakes, Acting Admiral in the Mediterranean. While cruising between Sicily and Sardinia in company with the "Bristol" and "Phoenix," the "Hampshire" came across "that famous rover Victorio Papachino, the Prince of Spanish Pirates." The three vessels chased the Pirate Prince for seven hours, and as his ship was a fast sailer, they were able to overtake her only by shooting holes in her sails. The English eventually captured the ship and killed many of her men.

THE KING'S SHIPS

HAMPSHIRE

In 1666 the "Hampshire" was one of the English grand fleet assembled off the mouth of the Thames by July 22nd. The command was vested in the Duke of Albemarle, "Admiral and General-at-Sea." The English fleet consisted of 81 ships of the line and frigates, 18 fireships, and 4460 guns. The Dutch fleet consisted of 88 ships of the line and frigates, 20 fireships, 10 yachts, and 4704 guns, under Admiral M. A. de Ruijter. On July 25th the fleets met, fought all day, and in a desultory way through the night, and on the 26th the enemy were in full flight, and soon got safe behind their own shoals, the English anchoring off the Dutch coast. The Dutch lost 20 ships, 4000 killed, and 3000 wounded; 4 flag-officers killed and numerous captains. The English lost 1 ship, 2 or 3 fireships, and about 300 men. No flag-officers fell and only 5 captains. This victory gave the complete command of the sea to the English, who at once proceeded up the Dutch coast capturing about 300 merchantmen. Such in brief was the St. James's Fight, fought on St. James's Day, or as some call it, the second battle of the North Foreland.

After the St. James's Day fight, a renegade Dutch captain informed the English of the position of some valuable magazines and stores and 200 richly-laden merchantmen, escorted only by two men-of-war. Rear-Admiral Sir Robert Holmes was given nine men-of-war, five fireships, and seven ketches. Three hundred men were chosen from each squadron of the fleet to assist. Sir Robert Holmes sailed, and anchored off Vlie on August 8th, 1666. The "Hampshire" guarded the entrance to prevent anything escaping, and the remaining ships went inside. Both Dutch men-of-war were burned, and then 170 merchantmen were delivered to the flames. The next day stores and warehouses were set fire to, and the total damage



Drawn by W. Van de Velde, senior.

HOLMES, HIS BONFIRE.

British Museum.

was not far short of a million pounds. The English squadron rejoined the fleet quite easily, having lost only 12 men killed and wounded.

This affair was popularly christened "Sir Robert Holmes, his bonfire."

In 1670 the "Hampshire" was one of a squadron of four ships acting under Commodore Beach, who was second in command on the Mediterranean station. These ships co-operated with the Dutch senior officer in an effective attack on the Algerine corsairs. On one occasion six of these vessels, mounting from 28 to 34 guns apiece, were taken and destroyed, and numerous other vessels were driven on shore.

In February 1676 the "Hampshire" was chosen to hoist the flag of Sir John Narborough, Commander-in-Chief of the Mediterranean. Having in company another frigate, the Commander-in-Chief dealt a heavy blow to the Dey of Tripoli, who refused to pay an indemnity. Just to the eastward of Tripoli the "Hampshire" fell in with, and engaged, four Tripolitan men-of-war, the only craft remaining in possession of the enemy. Both sides suffered heavily. The pirates were defeated, and having lost 600 men, killed and wounded, were driven into port. The Dey forthwith agreed to pay an indemnity of eighty thousand dollars, and to release English captives. But a change of Dey necessitated a threat of bombardment before the money was forthcoming.

In August 1678 the "Hampshire," acting under the Commander-in-Chief of the Mediterranean, Sir John Narborough, assisted in the capture of two Algerine men-of-war, the burning of twelve merchantmen, and the bombardment of Algiers.

In November 1678 five Algerine men-of-war were captured and taken into Cadiz after a smart but not very bloody action.

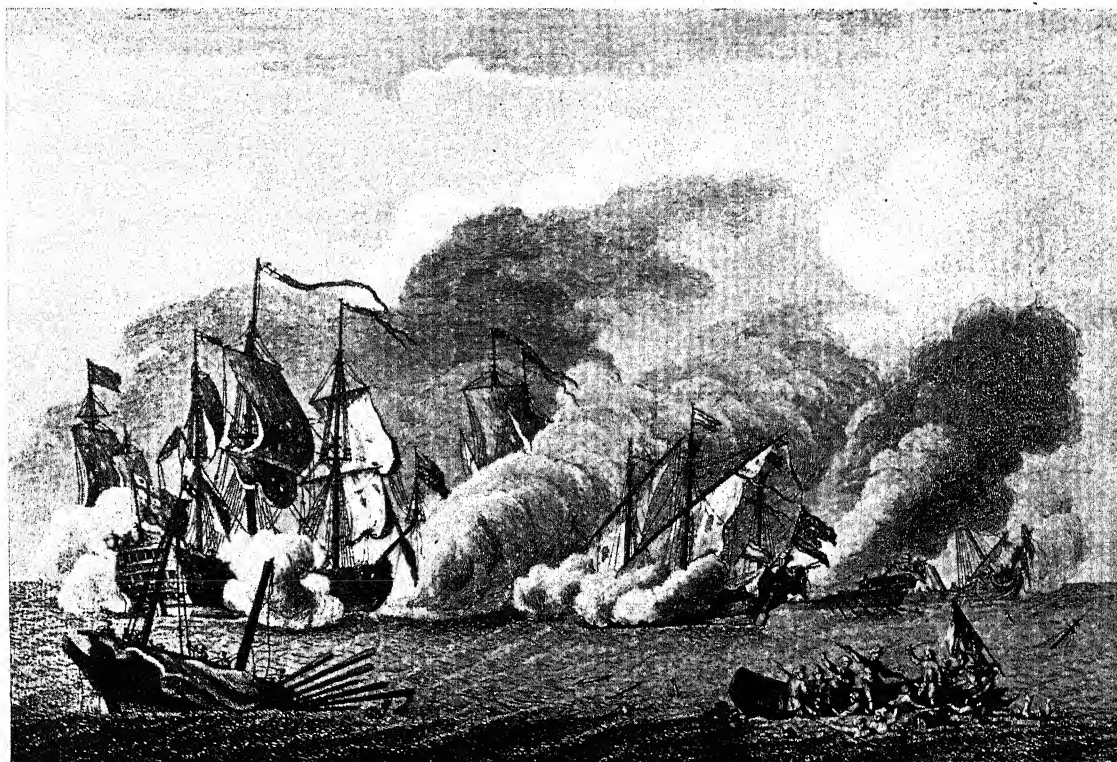
On April 11th, 1680, the "Hampshire," commanded by Captain Edward Pinn, having the "Adventure" in company, fought a ten hours' action with four Algerine men-of-war. They chased the "Orange Tree" into Tangier Road, where she was wrecked. They drove a second on to the Bar, where she was lost, and they captured the 28-gun vessel "Calabash."

In 1691 the "Hampshire" was in the West Indies in a squadron commanded by

Commodore Laurence Wright. On March 21st, after various misunderstandings between the Commodore and the General, a squadron of eight ships and several armed merchantmen sailed for Marie Galante, a French island near Guadeloupe, which was taken without difficulty. On April 21st a landing was effected at Guadeloupe, and the army met with stubborn opposition. The squadron proceeded to sea in chase of a French squadron, supposed to be in the neighbourhood, but failed to bring it to action. On returning to Guadeloupe, it was decided to abandon the attempt, and the troops re-embarked.

In 1694 the "Hampshire" was despatched by the governor of Jamaica, in company with two other ships, to annoy the coast of Hispaniola, now called San Domingo. They made a desultory attack on the town of Leogane, and the Senior English officer of the expedition was mortally wounded.

In 1697 the "Hampshire," commanded by Captain John Fletcher, was protecting English



After P. Monamy. Engraved by Fourdrinier.

ENGLISH SHIPS AND ALGERINE PIRATES.

British Museum.

interests in Newfoundland. On August 26th Captain D'Iberville, with several armed ships in company, met and engaged the "Hampshire," which at the time had a convoy under her charge. After a hot action the "Hampshire" sank, and nearly every one on board perished with her. The merchant convoy were all either taken or destroyed.

The second "HAMPSHIRE" was a 50-gun ship, launched at Cuckold's Point in 1698. She was of 690 tons, and carried a crew of 180 men. Her length, beam, and draught were 132 ft., 34 ft., and 14 ft.

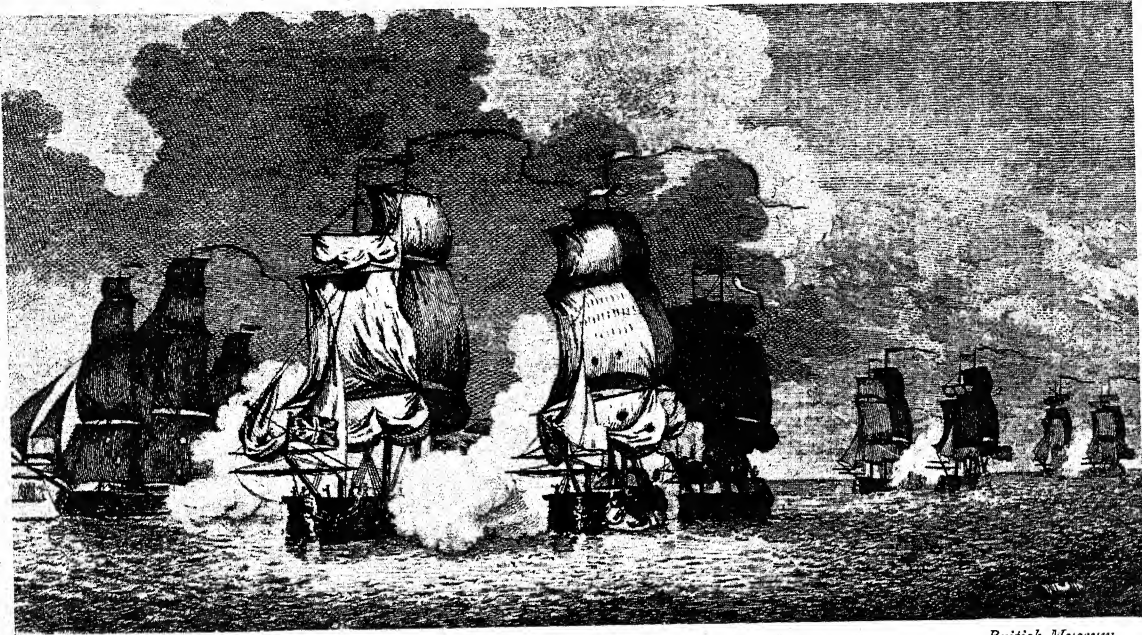
In 1700 the "Hampshire" was one of a big Anglo-Dutch fleet in the Baltic which proceeded thither to enforce the stipulations of the Treaty of Altona by forcing the Danes to leave Holstein. The "Hampshire" covered a Swedish landing against Copenhagen in August, but very little of interest took place before the English fleet returned home in the autumn.

In 1709, under the command of Captain Anthony Tollett, she left Cork in February as one of an escort of four ships, with a convoy of 60 sail of merchantmen, for England. Soon after leaving they fell in with four French men-of-war, commanded by the celebrated French cruiser Admiral, Du Guay Trouin. The English ships fought a most gallant action in defence

THE KING'S SHIPS

HAMPSHIRE

of their convoy, only five of which were taken. The "Hampshire" got safely into Plymouth with a loss of 2 killed and 11 wounded.



From an old print.

THE THIRD "HAMPSHIRE" ENGAGES THE "PRINCE EDWARD."

British Museum.

On October 26th, 1709, the "Hampshire" again met Du Guay Trouin. While off the



After D. Serres, R.A. Engraved by P. C. Canot.

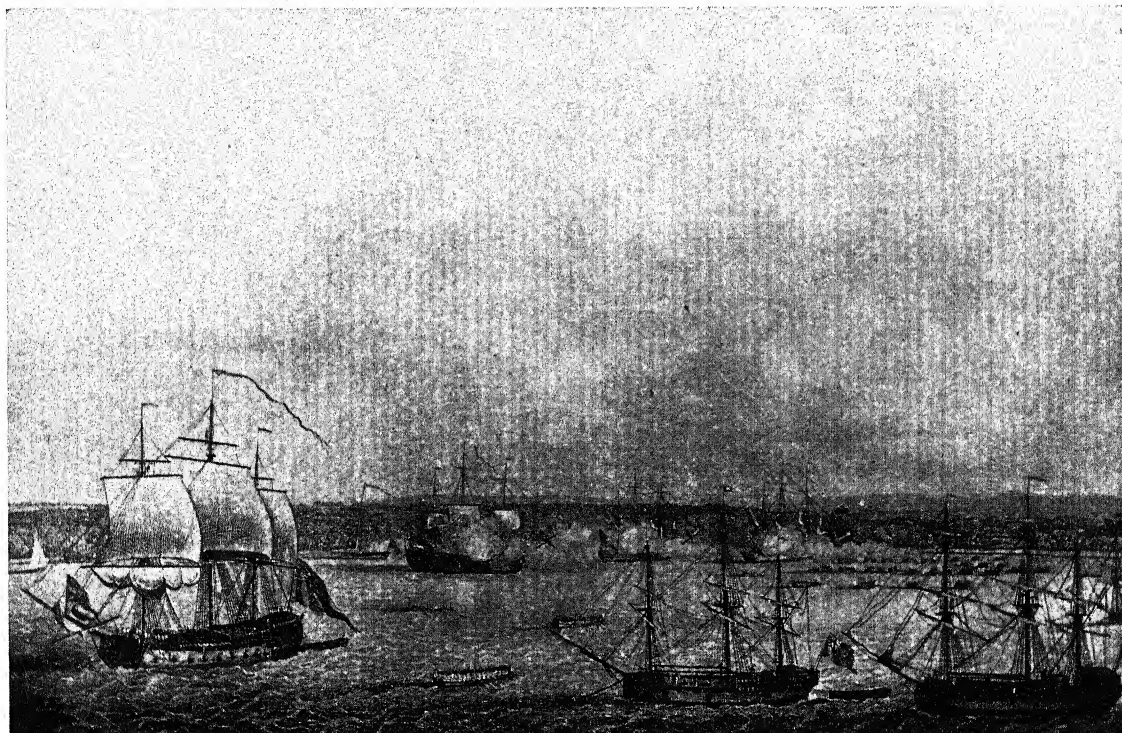
THE EXPEDITION TO HAVANA.

Royal United Service Institution.

Irish coast with the "Gloucester," 60 guns, they met the "Achille," the flagship of that officer. In the engagement which followed, the "Gloucester" was captured and taken into Rochfort, but the "Hampshire" managed to escape in a shattered condition.

In July 1715 the "Hampshire" was one of a fleet of 18 ships under Admiral Sir John Norris, which arrived in the Baltic and allied itself to the Dutch fleet. The allies then joined the Danes who at that time were engaged in fighting the Swedes, but they did not themselves take part in any fighting.

In June 1716 the "Hampshire" was one of a fleet of 19 ships under Admiral Sir John Norris which arrived in the Baltic, where they joined their Russian, Dutch, and Danish allies. Many difficulties arose, and neither the Danish nor British Admiral would take orders from the other. The Tsar Peter V. therefore assumed command, but no fighting took place.



After D. Serres. Engraved by P. C. Canot.

THE HAVANA EXPEDITION.

Royal United Service Institution.

In March 1717 the "Hampshire" was one of a fleet of 31 ships, under Admiral Sir George Byng in the "Barfleur," which proceeded to the Baltic to be ready to take any active measures necessary, when it was discovered that the Swedish Minister in London was involved in a Jacobite plot. On arrival they allied themselves to the fleets of Denmark and Holland. The Swedish fleet, however, gave no opening, and the allies returned home in the autumn.

In May 1726 the "Hampshire" was one of a fleet of 20 ships which arrived in the Baltic under Admiral Sir Charles Wager. Allied with the Danes they proceeded to Revel and watched the Russian fleet, but nothing of importance occurred before they returned home in the autumn.

In 1739 the "Hampshire" was broken up at Portsmouth.

The third "HAMPSHIRE" was a 50-gun ship, launched at Ipswich in 1741. She was of 854 tons, and carried a crew of 350 men. Her length, beam, and draught were 134 ft., 38 ft., and 14 ft.

In 1760 the "Hampshire," commanded by Captain Coningsby Norbury, was on the Leeward Islands and Jamaica stations under Rear-Admiral Holmes, Commander-in-Chief. In the autumn the Rear-Admiral despatched the "Hampshire," with the "Boreas" and "Lively," to endeavour to intercept a French convoy, escorted by five men-of-war, about to

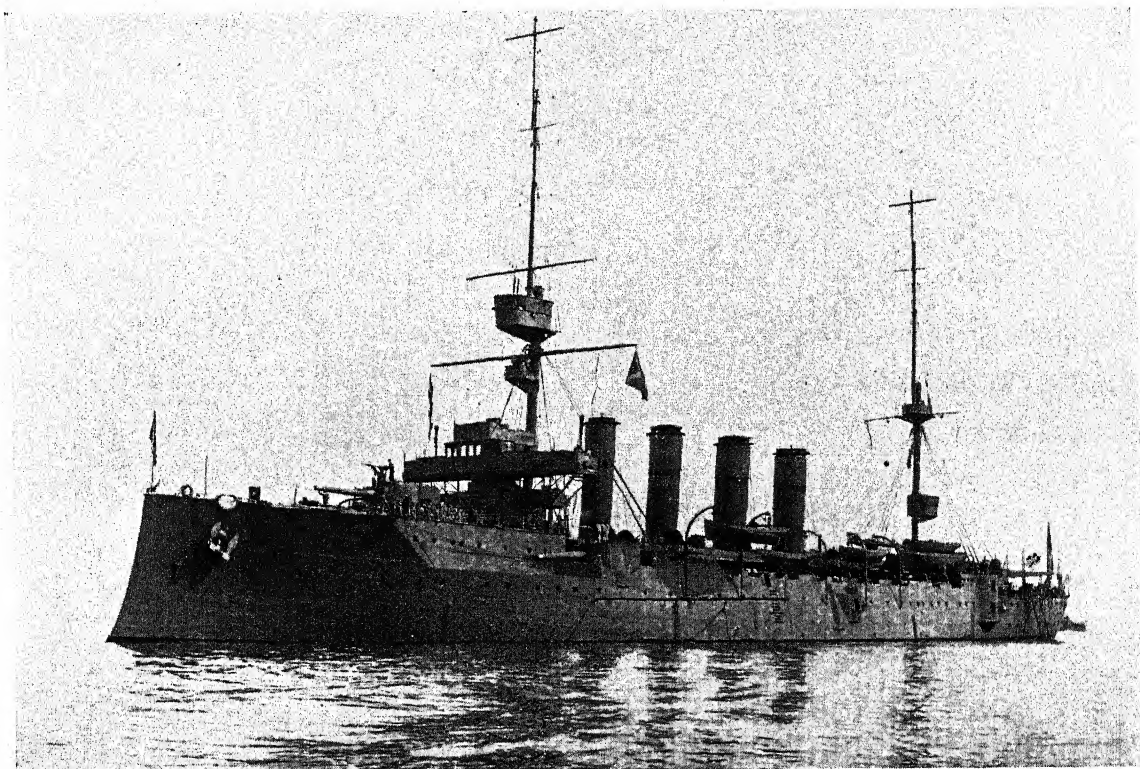
THE KING'S SHIPS

HAMPSHIRE

sail from Cape François for Europe. On October 17th the French were sighted, and chased all day and all night. At 3.30 P.M. on the 18th the "Hampshire" got between the "Duc de Choiseul" and the "Prince Edward." The former escaped into Port au Paix. The "Hampshire" hotly engaged the "Prince Edward," which ran ashore, struck her colours, and was burned by her crew. On the 19th the "Hampshire" and "Lively" were about to attack the "Fleur de Lys," which lay in a bay to the leeward of Port au Paix, when the French saved them the trouble by abandoning and burning the ship.

On June 5th, 1761, the "Hampshire" assisted in the capture of a French 64-gun ship, armed *en flûte*, called the "St. Ann," which was at once added to the Navy under her own name.

In 1762 the "Hampshire," under the command of Captain Arthur Usher, was in a fleet



THE FOURTH "HAMPSHIRE."

From the photograph by Ernest Hopkins.

proceeding to Havana against the Spaniards. The fleet consisted of 53 ships, besides storeships, hospital ships, and transports, with some 15,000 troops. Admiral Sir George Pocock (flag in "Namur") and George, Earl of Albemarle, were the Naval and Military Commanders-in-Chief. On May 27th the fleet of 200 sail in all stood away for the old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. Moro was bombarded, and although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured. Thirteen Spanish men-of-war were destroyed, three were sunk, and two on the stocks were burned. The British lost 1790 killed and wounded. The division of the prize money caused some heart-burning. It worked out as follows: Admiral, £123,000; captain, £1600; petty officer, £17; seaman or marine, £4.

In 1766 the "Hampshire" was broken up at Sheerness.

The fourth "HAMPSHIRE" is a 10-gun twin-screw cruiser, launched at Elswick in 1903. She is of 10,850 tons, 21,000 horse-power, and 23.5 knots speed. Her length, beam, and draught are 450 ft., 68 ft., and 25 ft.

HANDY

HANDY.—Dexterous ; skilful ; ready to hand ; near ; convenient

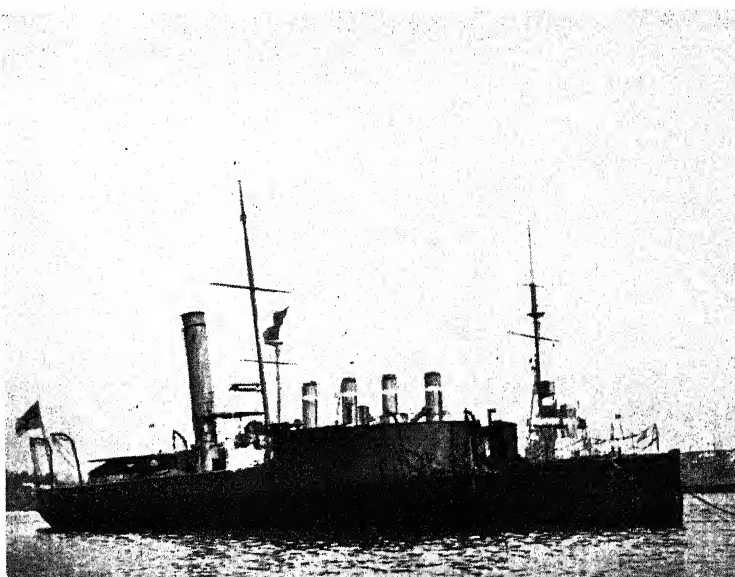
The first "HANDY" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 235 tons, and 60 horse-power. Her length, beam, and draught were 110 ft., 22 ft., and 5 ft.

In 1868 the "Handy" was sold for £294 at Lagos.

The second "HANDY" was a fifth-rate ship, which had originally been known as the "Nymphe."

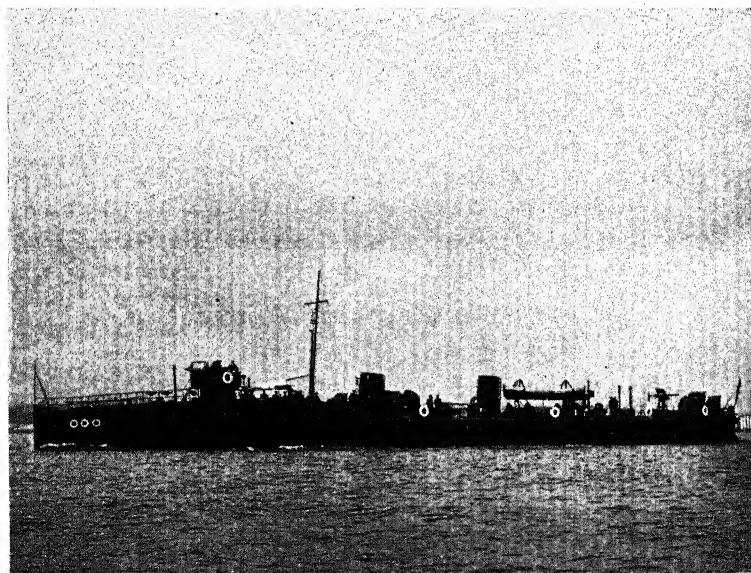
She acted for many years as a Roman Catholic Chapel at Sheerness, and was broken up at Chatham in 1875.

The third "HANDY" was a 1-gun screw gunboat, launched at Elswick in 1883. She was of 508 tons, 380 horse-power, and 9 knots speed. Her length, beam, and draught were 115 ft., 37 ft., and 8 ft.



From the photograph by H. J. Symonds.

THE THIRD "HANDY."



From the photograph by H. J. Symonds.

THE FOURTH "HANDY."

In 1891, when the Portsmouth Gunnery School gave up the harbour ships and moved to the shore establishment at Whale Island, the "Handy" became a tender for experiments, and her name was changed to "Excellent."

The fourth "HANDY" is a twin-screw torpedo-boat destroyer, launched at Govan in 1895. She is of 295 tons, 4000 horse-power, and 27 knots speed. Her length, beam, and draught are 200 ft., 19 ft., and 8 ft.

In 1913 the "Handy" was placed on the sale list.

HANNIBAL

The first Dutch War—

The battle of Portland	1653
The battle off the North Foreland	1653
Monck's actions off the Dutch coast	1653

The War of the English Succession—

Action with French "Louis"	1693
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The War of American Independence—

Captured French "Neckar"	1781
Action with French squadron off Sumatra	1782

The Wars of the French Revolution and Empire—

Captured French "Gentile"	1795
Saumarez's action with Linois at Algeciras	1801
"I'll pledge my life the nation has lost no honour"	1801
Captured French "Sultane"	1814

The Russian War—

The expedition to the Baltic	1854
The bombardment and capture of Bomarsund	1854
The capture of Kertch	1855
The capture of Kinburn	1855



HANNIBAL.—The celebrated Carthaginian general and patriot, son of Hamilcar Barca, was born in 249 B.C., and died in 183 B.C. At the age of nine, he took a solemn oath at his father's request that he never would be at peace with the Romans. After his father's death he was invested with the command of all the armies of Carthage, and almost succeeded in destroying Rome during the Second Punic War. In the year 216 B.C. he led an army from Spain into Italy, defeating every army sent to oppose him, and maintained himself in Italy for fifteen years without any support from home. He crossed the Alps with his army, a feat deemed hitherto to be impossible, but since accomplished by Napoleon I. under similar military circumstances. In 203 B.C. he returned to Africa, as Carthage was threatened by Scipio, who was coming from Spain where he had been victorious. In the battle of Zama 202 B.C., Hannibal was defeated by the Romans and was soon afterwards forced to go into exile. Pursued by the relentless hatred of Rome, Hannibal extricated himself from his embarrassment by swallowing poison, which he always carried in a ring on his finger. Hannibal and his two brothers were called by the father "the lion's brood."

The first "HANNIBAL" was a hired armed merchantman of 500 tons, mounting 44 guns with a crew of 180 men, dating from 1652-53.

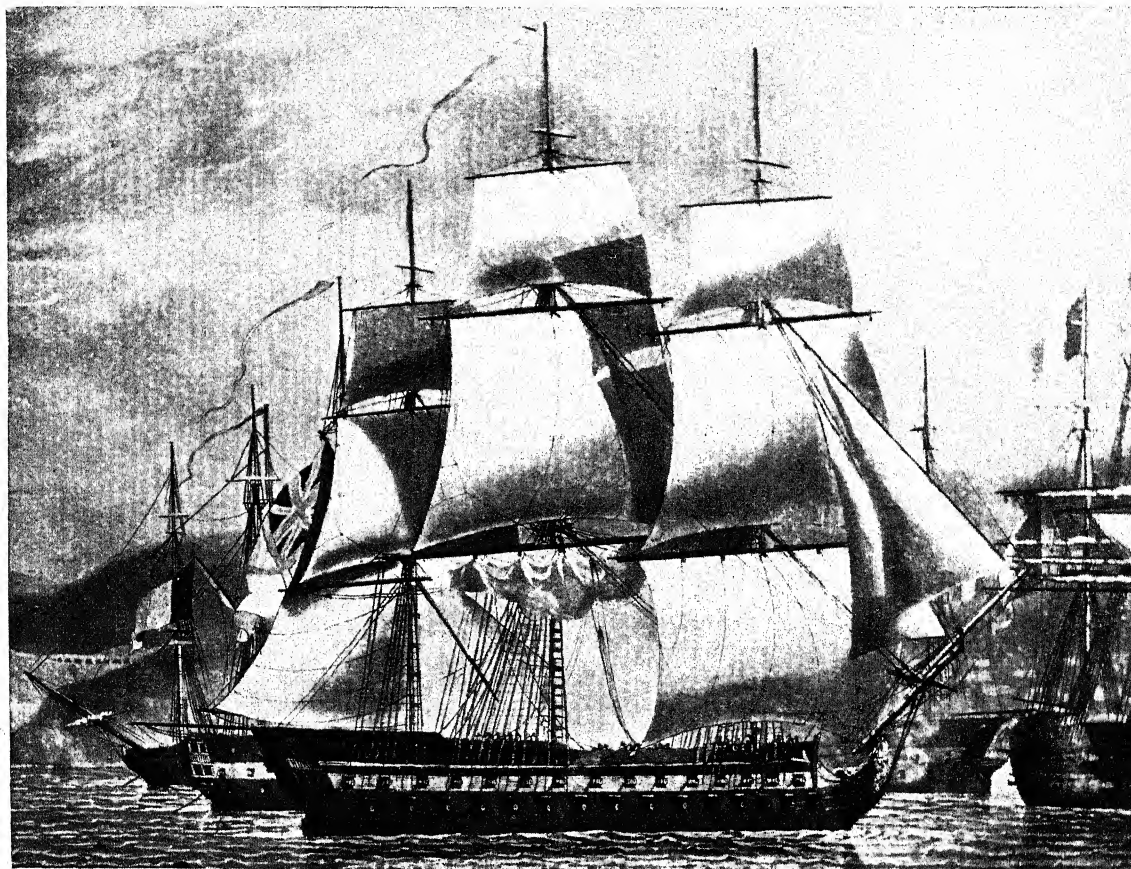
In 1653 the "Hannibal," commanded by Captain William Haddock, took part in the fighting with the Dutch, known as the battle of Portland. The Dutch fleet, which was escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp, and consisted of about 85 sail. The English, under "Admiral and General" Robert Blake with his flag in "Triumph," were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society has issued a list of ships engaged. The first action took place on February 18th, when Tromp fell upon an inferior number of ships under Blake, a large number of English ships being too far to leeward to engage. This action was followed by a three days' running fight up Channel. Disorder crept in as the Dutch convoy lost faith in their escort, and many Dutch men-of-war took to flight when their ammunition was expended. The Dutch disappeared during the night of the 20th and 21st, and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 20 ships, 2000 men killed, many wounded, 1500 prisoners, and about 40 of their merchant convoy. The English lost some 300 killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch, but were subsequently re-taken. "Admiral and General" Robert Blake was seriously wounded, and his flag-captain and secretary were killed. Several of the best English ships were absent owing to injuries received at the battle of Kentish Knock, or doubtless this affair would have been more decisive.

In 1653 the "Hannibal," commanded by Captain William Haddock, took part in the first battle with the Dutch off the North Foreland. She was in the Red squadron of a fleet of 100 men-of-war and five fireships commanded by "Admiral and General" Robert Blake with his flag in "Resolution." The Dutch had 98 men-of-war and 6 fireships. The action began at noon on June 2nd, 1653. By 3 P.M. one Dutch ship was sunk. At 6 P.M. a Dutch ship blew up. On the following day the Dutch were badly beaten. Eleven prizes were brought in. Six Dutch ships were sunk, 2 were blown up, and 1350 prisoners were taken. The English lost no ships. Under command of George Monck, "Admiral and General" Blake having been left in England seriously ill, the "Hannibal" subsequently took part in the blockade of the Dutch ports, the action off Katwijk, and the battle of Scheveningen,

where Tromp was killed. After some stiff fighting the English fleet defeated, scattered, and pursued the Dutch fleet, and then returned to England.

The second "HANNIBAL" was a hired armed merchantman of 450 tons, mounting 36 guns.

On November 23rd, 1693, the "Hannibal," commanded by Captain Thomas Philips, fought a gallant action off Orotava. She met the "Louis," a 52-gun ship from St. Malo, commanded by Captain De Gras. For six hours these two ships fought at close quarters, until the Frenchman, having lost his foretopmast, towed away out of action. The "Hannibal"



Drawn and engraved by R. Dodd.

THE FIFTH "HANNIBAL."

Alfred Davis.

lost 5 killed and 32 wounded, and was too damaged in her rigging to pursue. The "Louis" lost 63 killed and 70 wounded and was seriously crippled.

The third "HANNIBAL" was a 50-gun ship, launched at Buckler's Hard in 1779. She was of 1054 tons, and carried a crew of 350 men. Her length, beam, and draught were 146 ft., 41 ft., and 16 ft.

In 1781 she was on the Cape station, commanded by Captain Alexander Christie, and on October 26th, after a short action, she captured the French 28-gun ship "Neckar," which lost her fore and main masts and her mizzen topmast in the encounter.

In 1782 the "Hannibal," commanded by Captain Alexander Christie, was captured on January 18th off Sumatra by a French squadron under the command of the Comte d'Orves. The officers and men were handed over to Tippoo Sahib by the French, and were subjected to great cruelty and hardship. Many of them died during their captivity, and numbers were not released until after the war.

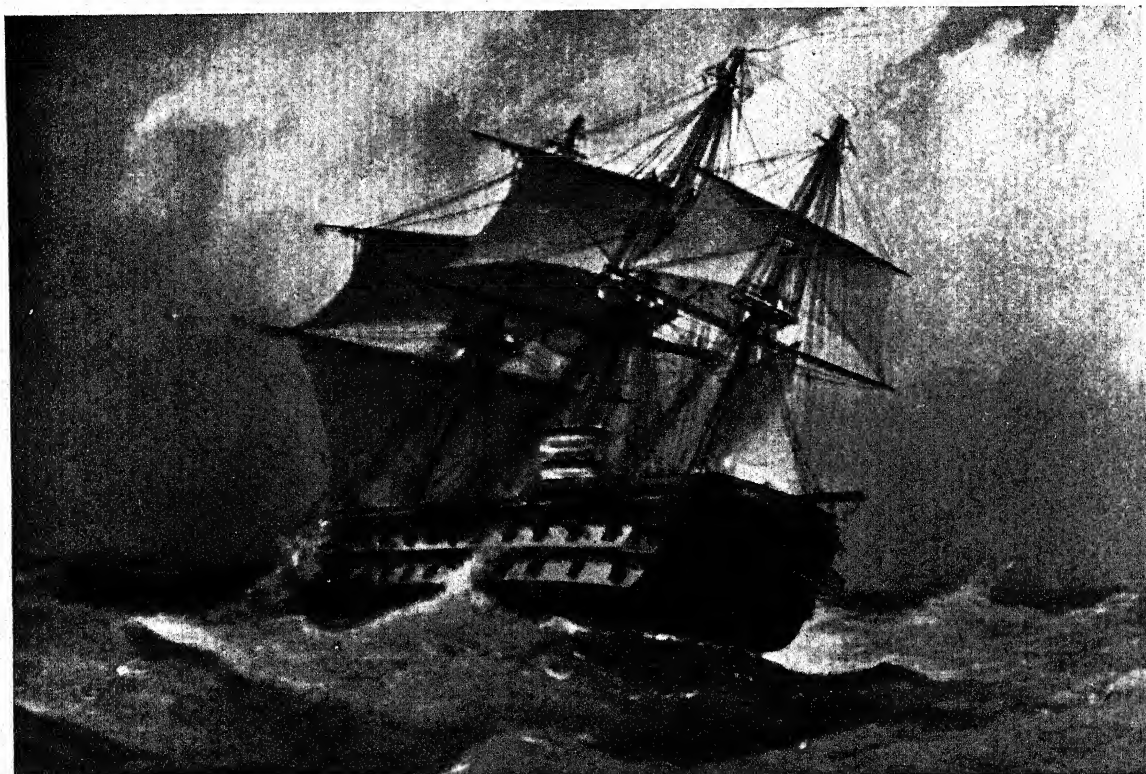
THE KING'S SHIPS

HANNIBAL

After being captured the "Hannibal" was added to the French squadron under her own name to distinguish her from their "Annibal" already in their squadron, and she fought against us in many of the actions in the East Indies.

The fourth "HANNIBAL" was a sixth-rate of 220 tons, bought in 1780. Her length, beam, and draught were 94 ft., 25 ft., and 10 ft. She mounted 14 guns and 14 swivels, and was lost at sea in 1788.

The fifth "HANNIBAL" was a 74-gun ship, launched at Harwich in 1786. She was of 1653 tons, and carried a crew of 600 men. Her length, beam, and draught were 171 ft., 48 ft., and 18 ft.



Drawn by W. F. Mitchell.

THE NINTH "HANNIBAL."

Commander Robert Jukes Hughes, R.N.

In 1795 the "Hannibal," commanded by Captain John Markham, was cruising in the Channel when she fell in with, and captured, the French 36-gun frigate "Gentille" after a 19 hours' chase. The French captain said the "'Hannibal' sails like a witch."

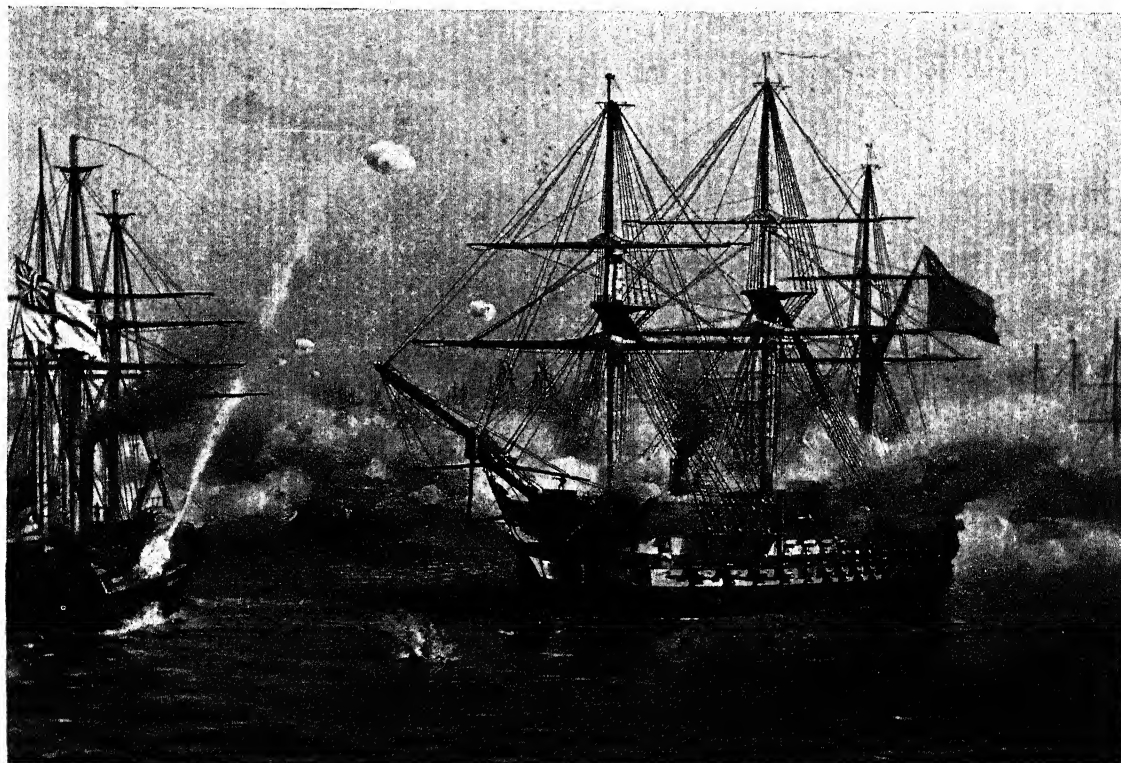
In 1801 the "Hannibal," commanded by Captain Solomon Ferris, was in a squadron of six ships commanded by Rear-Admiral Sir James Saumarez with his flag in "Caesar." On July 6th they stood into Algeiras to attack a French squadron of 4 ships and 14 Spanish gunboats, the whole commanded by Rear-Admiral Linois and protected by the batteries. By 9.30 the British ships had anchored in predetermined positions, and a furious cannonade followed. At about 10.12 the English Rear-Admiral ordered the "Hannibal" to go and rake the French Admiral. Captain Ferris cut his cable and proceeded, but in the light winds that prevailed had the misfortune to run ashore. Her port guns bore on the French flagship "Formidable," and her starboard guns on the batteries and Spanish gunboats. She kept up a brisk fire, and failed to get herself off. At 11.30 two French ships cut their cables and ran ashore. At 1.30 the British Admiral withdrew, leaving the "Hannibal," partially dismantled, shattered, silent, and aground, and at 2 P.M. she hauled down her colours and the French took possession of her. The British lost 373 killed, wounded, and missing, to which the "Hannibal" contributed 75 killed and 66 wounded. The British total is of course

exclusive of the "Hannibal's" men taken prisoners. The French lost 306 killed and 280 wounded.

Captain Ferris, on his return to England, was tried by court-martial and honourably acquitted. Earl St. Vincent, the stern First Lord of the Admiralty, a man not given to undue praise, made the following remark on hearing of the loss of the "Hannibal": "We may have lost a ship, but I well know the man and the men who are there, and I'll pledge my life the nation has lost no honour."

The sixth "HANNIBAL" was a 16-gun, hired armed ship.

In November 1804 the "Hannibal," while commanded by Commander Richard James O'Connor, was wrecked and lost near Sandown Castle, Isle of Wight.



Drawn by Captain O. J. Jones, R.N. Lithographed by T. G. Dutton.

THE NINTH "HANNIBAL" AT KINBURN.

T. H. Parker, Brothers.

The seventh "HANNIBAL" was an American 24-gun ship of 812 tons.

She was captured from the Americans in 1812 and added to the Navy, but her name was soon afterwards changed to "Andromeda."

The eighth "HANNIBAL" was a 74-gun ship, launched at Buckler's Hard in 1810. She was of 1749 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

On May 26th, 1814, the "Hannibal," commanded by Captain Sir Michael Seymour, while cruising off Cherbourg, captured the French 40-gun frigate "Sultane," with a crew of 330 men, but her other services were unimportant. In 1825 she became a lazaretto at Milford, and in 1834 she was broken up at Pembroke.

The ninth "HANNIBAL" was a 91-gun screw ship, launched at Deptford in 1854. She was of 4735 tons, 450 horse-power, and carried a crew of 820 men. Her length, beam, and draught were 217 ft., 58 ft., and 21 ft.

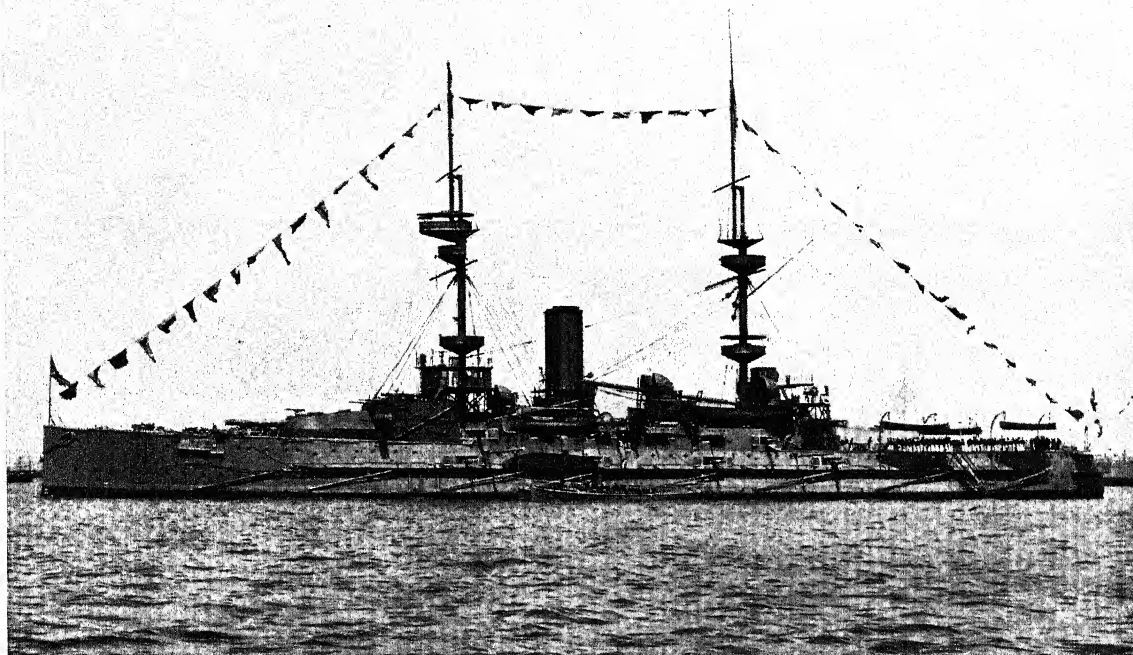
In the spring of 1854 the "Hannibal," flying the broad pennant of Commodore the Hon. Frederick Grey, proceeded to the Baltic directly war with Russia was imminent, and joined a fleet commanded by Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington."

THE KING'S SHIPS

HANNIBAL

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army reinforced by 2000 French marines was landed, while two small ships destroyed an inconvenient 7-gun battery. On the 10th seven Naval guns were landed, dragged $4\frac{1}{2}$ miles over execrable ground, and took up a prearranged position on the flank of the town. On the following day more guns were landed from the fleet, and on the 16th a combined attack by the Anglo-French forces was begun, the ships assisting with 10-inch guns. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and fifty-five prisoners were taken, and Bomarsund was reduced and destroyed after Sweden had refused to accept it.

The British forces soon afterwards withdrew from the Baltic.



THE TENTH "HANNIBAL."

From the photograph by Ernest Hopkins.

In 1855 the "Hannibal" proceeded to the Black Sea, flying the flag of Rear-Admiral Houston Stewart, in order to take further part in the war against Russia. On May 22nd, 1855, the "Hannibal," was one of a British fleet of 33 vessels co-operating with French, Turkish, and Sardinian forces under Rear-Admiral Sir Edmund Lyons, who flew his flag in "Royal Albert," which sailed from Kamiesh Bay. On May 24th they reached Kertch and landed troops. The Russians blew up their fortifications, abandoned a hundred guns, and retired, after having destroyed three steamers, and several other heavily-armed vessels, as well as large quantities of provisions, ammunition, and stores. These results were effected without loss to the allies, who captured 12,000 tons of coal.

On October 7th, 1855, the "Hannibal," flying the flag of Rear-Admiral Houston Stewart, sailed from Sebastopol in an Anglo-French fleet of about 90 vessels, with nearly 10,000 troops under Rear-Admiral Sir Edmund Lyons with his flag in the "Royal Albert." They were to attack the fortress of Kinburn, and so harass the communications and rear of the large Russian army in the Crimea. They arrived off Kinburn on the 14th and landed the troops, while Rear-Admiral Stewart transferred his flag to a smaller vessel. The ships anchored with only 2 ft. of water under their keels, and began a furious bombardment at 9.30 A.M. on October 17th while the troops threatened from the landward side. After a few hours the

Russians surrendered and were permitted to march out with the honours of war, having lost only 45 killed and 130 wounded. The British had but two people hurt, and their injuries were due to the bursting of a gun in a small ship. The employment of three French armoured vessels makes this action noteworthy, as well as the fact that only steam vessels were employed.

This vessel ended her career as a hulk at Portsmouth, and she was sold in 1904.

The tenth "HANNIBAL" is a 16-gun twin-screw battleship, launched at Pembroke in 1896. She is of 14,900 tons, 12,000 horse-power, and 17.5 knots speed. Her length, beam, and draught are 390 ft., 75 ft., and 27 ft.

On the night of October 17th, 1903, the "Hannibal," while commanded by Captain A. G. Tate, came into collision with her sister ship "Prince George," commanded by Captain F. L. Campbell. The Channel Fleet, at the time under Admiral Lord Charles Beresford with his flag in "Majestic," was off Cape Finisterre doing tactics without lights. The actual hole made in the "Prince George" by the "Hannibal's" ram was 24 ft. 8 in. in height and about 6½ ft. wide. The injury was so effectually repaired on the spot that the Admiral was able to take her to Ferrol for more durable repairs, whence she returned to England under her own steam.

HARDY

HARDI

The Russian War—

The capture of Kinburn 1855

The bombardment and capture of Ningpo 1862
Operations against Taiping rebels? 1862

HARDY.—Bold; brave; inured to fatigue; capable of endurance.

VICE-ADMIRAL SIR THOMAS MASTERMAN HARDY, Baronet.—Born at Dorchester in Dorsetshire, April 5th, 1769, as the second son of Joseph Hardy. Entered Navy 1781, but left to go to school for three years. Served for some years in the merchant service. Joined Navy for the second time, February 1790. Lieutenant, November 1793. First served with Nelson, August 1796. Present at battle off Cape St. Vincent, February 1797. Cut out the "Mutine" at Santa Cruz, May 1797. Commander of "Mutine," May 1797. Present at the battle of the Nile, and captain, 1798. With Nelson at Naples and Palermo. Present at Nelson's bombardment of Copenhagen and performed useful service by sounding the Channel, 1801. Flag-captain of "Victory" during Nelson's blockade of Toulon, 1803-1804. Flag-captain at battle of Trafalgar, October 21st, 1805. Carried the Banner of Emblems at Nelson's funeral, January 9th, 1806. Created a Baronet, February 1806.

Married Anne Louisa Berkeley, the daughter of his Commander-in-Chief, at Halifax, December 1807. Rank of Commodore in Portuguese Navy conferred upon him, 1811. K.C.B., January 1815. Commodore and Commander-in-Chief South American Station, August 1819. Rear-Admiral May 27th, 1825. Commander-in-Chief of the experimental squadron, 1826. Struck his flag by a curious coincidence on October 21st, 1827. First Sea Lord of Admiralty, November 1830. G.C.B., September 1831. Governor of Greenwich Hospital, 1834, the King stipulating that he should return to the sea service in the event of war. Vice-Admiral, January 1837. Died September 20th, 1839, and was buried in the mausoleum of the Greenwich Hospital Old Cemetery. He has been described as a sturdy, good-natured, laughing philosopher. Nelson if irritated when going into action could generally be restored to a normal state of mind by the Flag-captain's stories of his eccentric aunt.

Although it is certain that this name was not introduced into the Navy in honour of Thomas Masterman Hardy, it is quite possible that it has been continued on his account.



After R. Evans. Engraved by H. Robinson. T. H. Parker, Brothers.

Thos Hardy

The first "HARDY" ("Hardi") was an 18-gun French brig-privateer captured by the "Hazard" on April 1st, 1797. She carried a crew of 130 men.

The second "HARDY" was a 12-gun gunboat, launched at Gravesend on April 10th, 1797. She was of 170 tons, and carried a crew of 50 men. Her length, beam, and draught were 76 ft., 23 ft., and 6 ft.

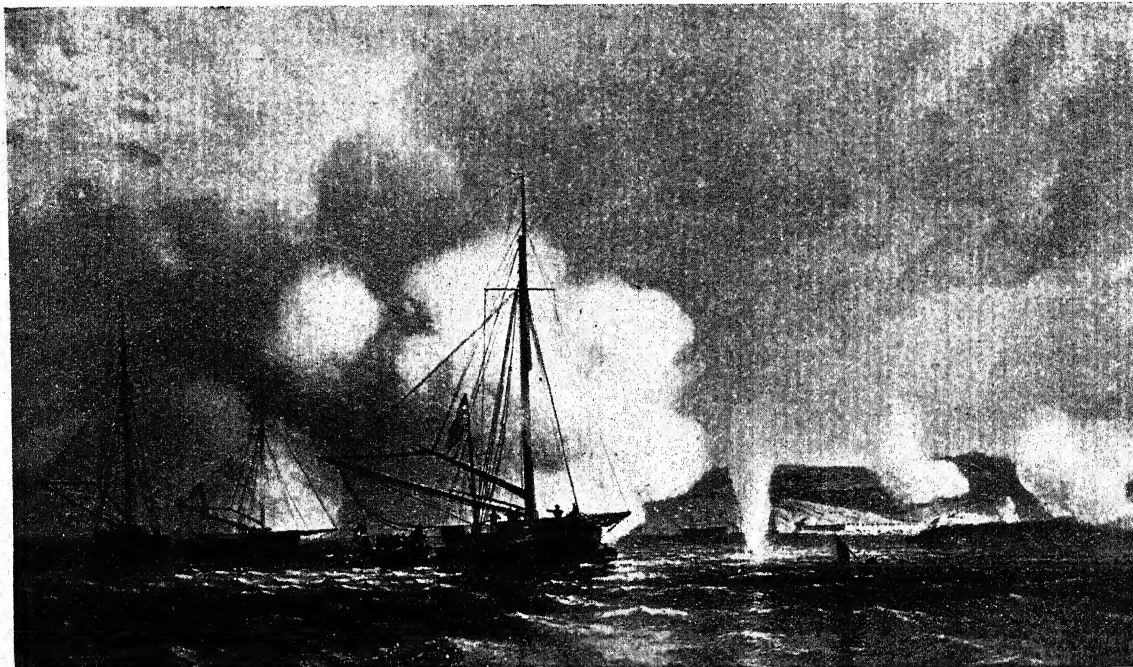
THE KING'S SHIPS

HARDY

It is probable that this vessel performed some minor service during the war, but such services are not noteworthy.

In 1802 the "Hardy" was sold.

The third "HARDY" was a French 18-gun privateer with a crew of 194 men.



*After O. W. Brierly, R.A. Lithographed by T. G. Dutton. **

T. H. Parker, Brothers.

THE FIFTH "HARDY" AT SEBASTOPOL.

She was captured on April 29th, 1800 as "Hardi" by the "Anson," Captain J. N. Tayler.

The fourth "HARDY" was a 12-gun brig, launched at Wearmouth in 1804.



From a contemporary "Illustrated London News."

CAPTURE OF NINGPO.

She was of 178 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 9 ft.

After service as a bullock vessel at the Cape of Good Hope, the "Hardy" became a convict hospital ship, and she was sold in August 1835 for £105.

THE KING'S SHIPS

The fifth "HARDY" was a small mortar vessel, launched at Blackwall in 1855. She was of 120 tons, and her length, beam, and draught were 65 ft., 21 ft., and 5 ft.

She was specially fitted with Captain Roberts's mortar.

In 1855 the "Hardy" took part in the Russian War.

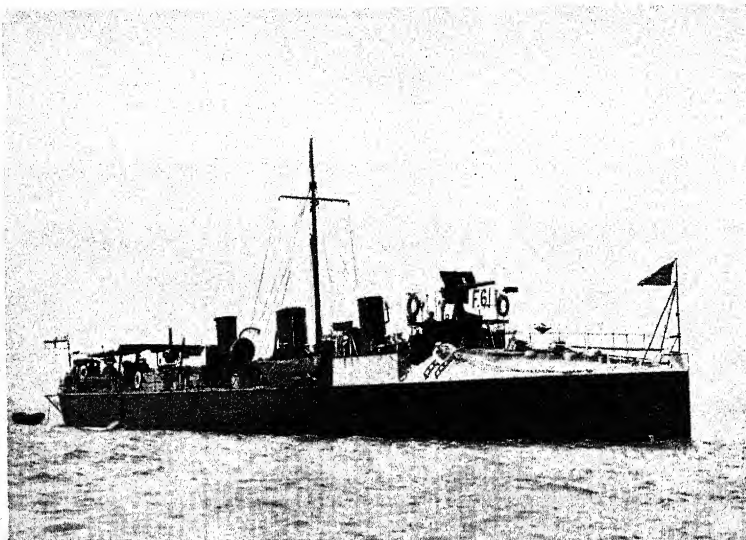
On October 7th, 1855, the "Hardy" sailed from Sebastopol in an Anglo-French fleet of about 90 vessels, with nearly 10,000 troops, under Rear-Admiral Sir Edmund Lyons with his flag in the "Royal Albert." They were to attack the fortress of Kinburn, and so harass the communications and rear of the large Russian army in the Crimea. They arrived off

Kinburn on the 14th and landed the troops. The ships anchored with only 2 ft. of water under their keels, and began a tremendous bombardment at 9.30 A.M. on October 17th while the troops threatened from the landward side. After a few hours the Russians surrendered, and were permitted to march out with the honours of war, having lost only 45 killed and 130 wounded. The British had but two men hurt, and that owing to the bursting of a gun in a small ship. The employment of three French armoured vessels makes this action noteworthy, as well as the fact that only steam vessels were employed.

At the conclusion of the Russian War this mortar vessel was given a number.

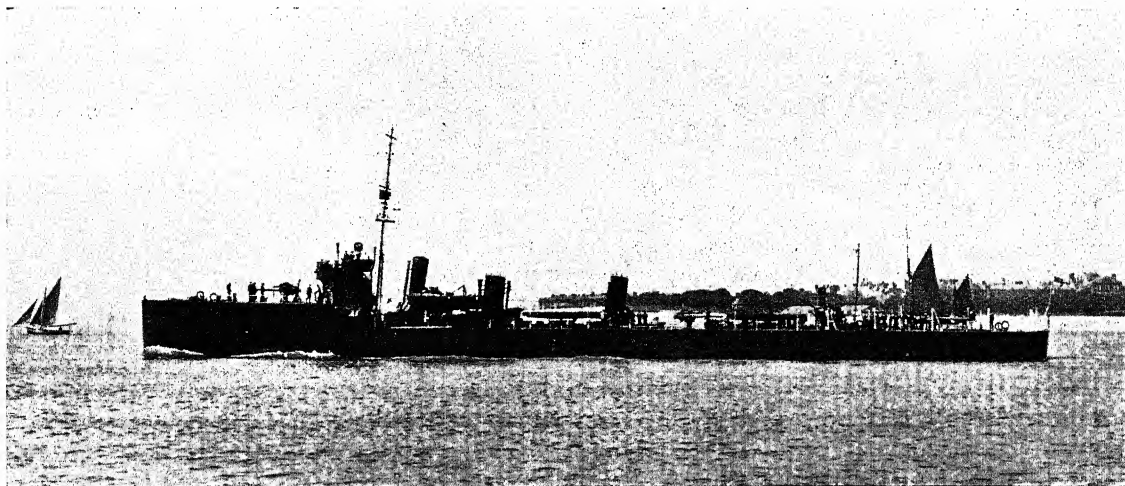
The sixth "HARDY" was a 2-gun screw gun-boat, launched at Bristol in 1856. She was of 233 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

In May 1862 the "Hardy," commanded by Lieutenant Archibald George Bogle, assisted



From the photograph by Ernest Hopkins.

THE SEVENTH "HARDY."



From the photograph by H. J. Symonds.

THE EIGHTH "HARDY."

THE KING'S SHIPS

HARPY

the Imperial Chinese in the capture of Ningpo from the Taeping Chinese rebels. Captain Dew, the senior Naval officer, landed a Naval Brigade, and at 2 P.M., after a continuous bombardment, the city was stormed and captured. The British loss was 3 killed and 23 wounded.

The "Hardy" assisted in various ways in forwarding the Imperial Chinese cause until the legality of British intervention was called into question, and Captain Roderick Dew was ordered to desist, and informed that he had exceeded his instructions.

In 1869 the "Hardy" was sold at Hong-Kong for £1156.

The seventh "HARDY" was a twin-screw torpedo-boat destroyer, launched at Doxford's Yard in 1895. She was of 295 tons, 4200 horse-power, and 27 knots speed. Her length, beam, and draught were 196 ft., 19 ft., and 5 ft.

In 1911 the "Hardy" was sold for £1400.

The eighth "HARDY" is a 3-gun torpedo-boat destroyer laid down at Messrs. Thornycroft's Yard near Southampton in 1912. She is a noteworthy ship in that she is the first British torpedo-boat destroyer to be fitted with an internal combustion engine for cruising speeds. She is of 908 tons, 21,000 horse-power, and 32 knots speed. Her length, beam, and draught are 257 ft., 26 ft., and 9 ft.

HARPY

The Wars of the French Revolution and Empire—

Popham's expedition to Ostend	1798
Assisted to capture French "Pallas"	1800
Nelson's bombardment of Copenhagen	1801
The blockade of the French coast	1803-5
The bombardment of Calais	1803
Action with French invasion flotilla off Boulogne	1803
Captured French "Penriche"	1804
Bombardment of French invasion flotilla off Boulogne	1804

Action with French invasion flotilla off Ambleteuse	1805
The Walcheren expedition	1809
The capture of Java	1811

Operations in River Parana	1845
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The Russian War—

Operations in Sea of Azof	1855
Operations at Taman and Fanagoria	1855

The War of Belgian Neutrality—

Various operations in the Mediterranean	1914
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HARPY.—According to Grecian mythology, the harpies were hideous winged monsters of fierce aspect with faces pale from hunger, foul in habit, and polluting everything they approached. They were the ministers of divine vengeance.

In heraldry a harpy is represented as a vulture, with the head and breasts of a woman.

Harpy. A large diurnal bird of prey, so named after the mythical monster described above. An inhabitant of the warmer parts of America, from Southern Mexico to Brazil. It has an enormous bill and talons, which give it great powers of destruction, and it has been said to attack mankind. It has an owl-like visage, short wings and soft plumage, and is altogether of very striking appearance. It is said to be allied to the eagles, buzzards, and hawks.

The first "HARPY" was an 18-gun sloop, purchased in frame and launched in 1777. She was of 367 tons, and carried a crew of 125 men. Her length, beam, and draught were 103 ft., 28 ft., and 10 ft.

She was converted into a fireship, but was sold in 1783 for £2395.

The second "HARPY" was an 18-gun sloop of 316 tons, launched at Dover in 1796. She carried a crew of 121 men, and her length, beam, and draught were 95 ft., 28 ft., and 11 ft.

In 1798 the "Harpy," commanded by Commander Henry Bazely, was one of a fleet of 25 small vessels, commanded by Captain Home Riggs Popham in "Expedition." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent the passage of troops which were intended for the invasion of England. A body of troops, commanded by General Sir Eyre Coote, accompanied the ships and were

safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed by the troops, but the weather being too bad to re-embark, the soldiers were overpowered and forced to capitulate with a loss of 65 killed and wounded.

On February 5th, 1800, the "Harpy," commanded by Commander Henry Bazely, while in company with the "Fairy," 18, discovered the French 36-gun frigate "Pallas" off St. Malo. An action lasting over an hour followed in which the "Harpy" several times raked her opponent. The "Pallas" then fled, leaving the English ships to repair damages. The "Harpy" and "Fairy" chased the "Pallas," being joined by three other ships. A running action of two and a half hours followed, in which the "Harpy" got under the "Pallas's" stern and gave her several raking broadsides, finally causing her to strike. The English lost 9 killed and 36 wounded. The French loss is unknown. The "Pallas" was added to the Navy as the "Pique."

In 1801 the "Harpy," commanded by Commander William Birchall, was one of a fleet commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," consisting of 21 ships, 7 bombs, 2 fireships, and 6 gunbrigs. They took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Ore Sound on March 30th, and after encountering various navigational difficulties, anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of eighteen men-of-war and armed hulks, and floating batteries moored in a 1½ mile line opposite the town. Two British men-of-war ran aground, and the six brigs were unable to get into action owing to tide. The action began at 10 A.M. and was general at 11.30. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief, 4 miles away, to discontinue the action. By 3.30 P.M. letters were exchanged under flags of truce and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven ashore, or otherwise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. Lord Nelson was elevated to the dignity of a Viscount for this victory.

On September 27th, 1803, the "Harpy" took part in the bombardment of Calais and in some operations against the French invasion flotilla off Boulogne.

On March 12th, 1804, the "Harpy," commanded by Commander Edmund Heywood, captured the French 2-gun gunboat "Penriche" off Calais.

In July 1804 the "Harpy," commanded by Commander Edmund Heywood, stood into Boulogne, and bombarded such vessels of the French invasion flotilla as were lying there.

On August 25th, 1804, the "Harpy," with four other vessels, again attacked the French invasion flotilla which were under the shelter of the French batteries at Boulogne. Two of the enemy were compelled to beach themselves to save themselves from sinking, and the British drew off with a loss of 1 killed and 4 wounded. A big shell fell in the "Harpy," but lodged in a beam and failed to burst.



After W. Anderson.
Engraved by F. Chesham.

T. H. Parker, Brothers.

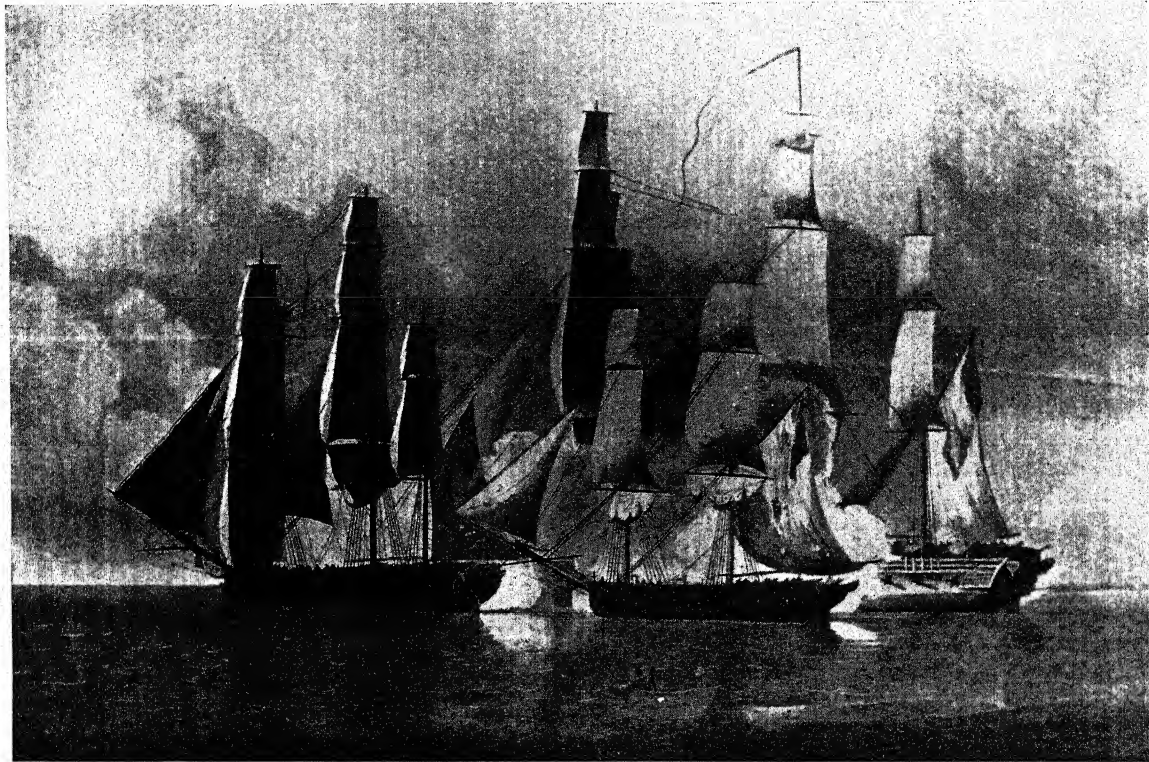
THE SECOND "HARPY."

THE KING'S SHIPS

HARPY

In April 1805 the "Harpy," Commander Edmund Heywood, attacked the French invasion flotilla off Ambleteuse, in company with twelve other British vessels. Eight French craft were captured with a British loss of only one man wounded.

On July 28th, 1809, the "Harpy," commanded by Commander George William Blamey, sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp; to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a Naval character. The fleet



After W. Anderson. Engraved by F. Chesam.

T. H. Parker, Brothers.

THE "HARPY" AND "FAIRY" ENGAGE "PALLAS."

assisted by bombarding, and in the landing of a Naval Brigade, in the capture of the Island of Walcheren, which the "Harpy" greatly annoyed with guns and Congreve rockets; and in the bombardment and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren, with its batteries, basins, and arsenals, had been reduced the British force withdrew.

In 1811 the "Harpy," commanded by Commander Henderson Bain, was one of a combined fleet of about 40 men-of-war and East Indiamen, commanded by Rear-Admiral the Hon. Robert Stopford with his flag in "Scipion." On August 2nd the fleet left Boompjes Island to attack the Island of Java, then in possession of the Dutch, and on the 4th, 8000 men were landed. Batavia surrendered on August 8th, and was used for the occupation of troops and as a base for the fleet. On August 20th the formal siege of Meester Cornelis, in which no fewer than 280 guns were mounted, was begun. A brigade of seamen and marines assisted in the operations, and repulsed a Dutch sortie on the 22nd. On the 24th a furious cannonade began, and at midnight on the 25th the formidable works were successfully stormed and carried after a fierce struggle. Five thousand Dutchmen were taken prisoners, and more than a thousand fell in the action and pursuit. The total British loss was 156 killed, 788

wounded, and 16 missing, to which the Navy contributed 15 killed, 55 wounded, and 3 missing.

In 1817 the "Harpy" was sold for £710.

The third "Harpy" was a 12-gun Revenue cutter launched at Cowes in 1815. She was of 138 tons and carried a crew of 36 men. Her length, beam, and draught were 68 ft., 25 ft., and 6 ft.

The fourth "HARPY" was a 10-gun brig sloop, launched at Chatham in 1825. She was of 232 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 10 ft.

In 1841 the "Harpy" was sold after doing some service in the coastguard.

The fifth "HARPY" was a 2-gun paddle steamer, launched at Blackwall in 1845. She was of 500 tons, 520 horse-power, and carried a crew of 40 men. Her length, beam, and draught were 141 ft., 23 ft., and 13½ ft.

In April 1845 the "Harpy," commanded by Lieutenant Edward Beauchamp, took part in a minor way in the operations in South America, including the bombardment of forts in the Parana River.

In 1855 the "Harpy" proceeded to the Baltic to take part in the war with Russia.

In September the "Harpy" was in the Sea of Azof, and acting as one of a small squadron under Captain Robert Hall in "Miranda," destroyed stores and buildings, and captured sixty-two pieces of artillery in the towns of Taman and Fanagoria.

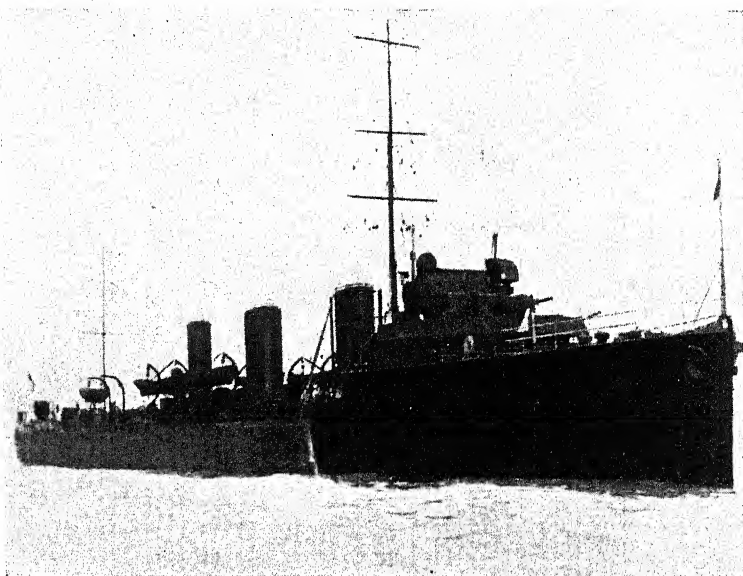
In 1892 the "Harpy" was sold to the War Office for £450 for use as a target at Milford Haven in connection with experiments with the pneumatic gun. The wreck was sold in 1909 for £20.

The sixth "HARPY" was built as Mortar Vessel "No. 24" at Rotherhithe and launched in 1856. She was of 169 tons, and her length, beam, and draught were 75 ft., 24 ft., and 10 ft.

The Admiralty lent her to the Steam Navigation Company in 1857, and in 1861 to the Custom House authorities who gave her the name of "Harpy." She was used as a Custom House Watch vessel off the Tower of London until 1871 when she was returned to the Admiralty who broke her up at Chatham in 1872.

The seventh "HARPY" is a turbine torpedo-boat destroyer, launched at Cowes in 1910. She is of 935 tons, 12,500 horse-power, and 27 knots speed. Her length, beam, and draught are 265 ft., 28 ft., and 9 ft.

In 1914 the "Harpy," commanded by Commander G. C. Dickens, was engaged in the Mediterranean, in various operations against the Germans and Austrians.



From the photograph by Ernest Hopkins.

THE SEVENTH "HARPY."

HARRIER

The War of American Independence—	
Assisted to capture French "Sibylle"	1783
The Wars of the French Revolution and Empire—	
Popham's expedition to Ostend	1798
Engagement in the Philippine Island	1805
Captured Dutch "Pallas"	1806
The suppression of Malay piracy	1834
Destruction of Pulo Arroa and Pulo Suje . .	1834

The Russian War—	
The expedition to the Baltic	1855
The blockade of the coast of Courland . .	1855
Boat operations in the Gulf of Bothnia . .	1855
The bombardment of Raumo	1855
Boat attack at Bjorneborg	1855
Chastisement of Fiji islanders	1862
The second New Zealand War—	
The capture of Rangariri	1863
The attack on Gate Pah	1864



HARRIER.—A breed of dog used to hunt the hare by scent. In appearance the harrier closely resembles the foxhound, both in shape and colour, but on a considerably smaller scale. The harrier, though deficient in speed, is able to hunt a much colder scent than the foxhound.

HARRIER, or HEN HARRIER.—The name given to certain birds of prey which were formerly very abundant in parts of the British Islands, from their habit of harrying poultry. On the wing they have much resemblance to buzzards, using the same flapping stroke of the pinions, and wheeling or sailing aloft as they fly. All the species have a more or less well-developed ruff or frill of small thick-set feathers surrounding the lower part of the head. They are found in the south-east of Europe, Cape of Good Hope, India, and North America, but are rapidly becoming extinct in the British Islands.

The first "HARRIER" was an 18-gun sloop, probably hired for service.

On January 6th, 1783, she was present with the "Centurion," and assisted the "Hussar" frigate to capture the French 20-gun frigate "Sibylle" off the American coast.

The second "HARRIER" was a small gun vessel, probably hired for service.

In 1798 the "Harrier," commanded by Lieutenant Thomas Lowen, was in a fleet of 25 small vessels commanded by Captain Home Riggs Popham in "Expedition." They were

destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent the passage of troops which were intended for the invasion of England. A body of troops, commanded by General Sir Eyre Coote, accompanied the ships and were safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed by the soldiers, but the weather being too bad to re-embark, the troops were overpowered and forced to capitulate with a loss of 65 killed and wounded.



From an old painting.

Royal United Service Institution.

THE THIRD "HARRIER" LEAVING FUNCHAL, ON WAY TO EAST INDIES.

The third "HARRIER" was an 18-gun brig sloop, launched on the Thames in 1804. She was of 383 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

On August 2nd, 1805, the "Harrier," commanded by Commander Edward Ratsey, while in company with the "Phaeton," discovered the French 36-gun frigate "Sémillante" at anchor in the Philippine Islands. Both vessels stood into the attack but were driven off by the batteries and withdrew with a loss of 4 men wounded. The "Harrier" caught fire and was much damaged, but the flames were eventually subdued.

On July 25th, 1806, the "Harrier," commanded by Lieutenant Edward Thomas Troubridge, while in company with the "Greyhound" sighted off the coast of Celebes the Dutch 36-gun frigate "Pallas," and the Dutch 16-gun vessel "William," escorting two armed Indiamen.

The British ships attacked the "Pallas," which struck with a loss of 12 killed and 39 wounded, after nearly an hour's hard fighting. The two Dutch Indiamen followed the example of the "Pallas" and hauled down their colours. The "William" managed to escape. The British loss was 1 killed and 11 wounded, to which the "Harrier" contributed 3 wounded.

In March 1809 the "Harrier," commanded by Commander John James Ridge, disappeared at sea, and was lost with all hands in the Southern Indian Ocean.

The fourth "HARRIER" was an 18-gun brig sloop, launched at Ipswich in 1813. She was of 386 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

In 1829 the "Harrier" was sold.

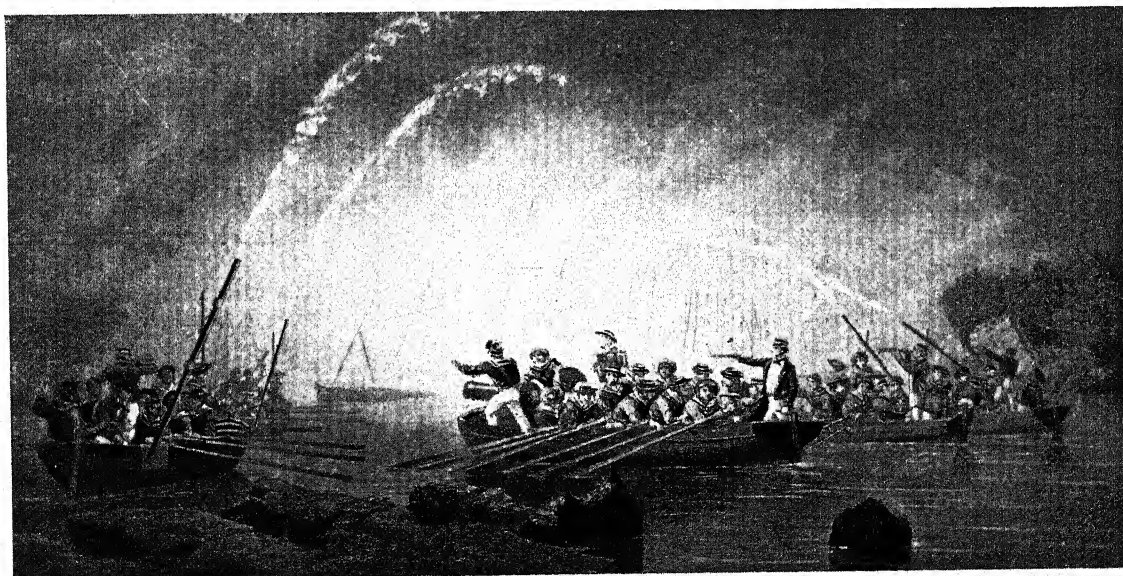
The fifth "HARRIER" was an 18-gun ship sloop, launched at Pembroke in



From an old painting.

Royal United Service Institution.

THE THIRD "HARRIER" IN A GALE.



After J. W. Carmichael. Lithographed by E. Walker.

THE "HARRIER'S" BOATS ATTACKING THE RUSSIANS.

T. H. Parker, Brothers.

THE KING'S SHIPS

HARRIER

1831. She was of 486 tons, and carried a crew of 120 men. Her length, beam, and draught were 114 ft., 32 ft., and 12 ft.

In 1834 the "Harrier," commanded by Commander Spencer Vassall, dealt some severe blows to the Malay pirates in the Straits of Malacca. After two serious conflicts she succeeded in destroying the piratical settlements at Pulo Arroa and Pulo Sujee.

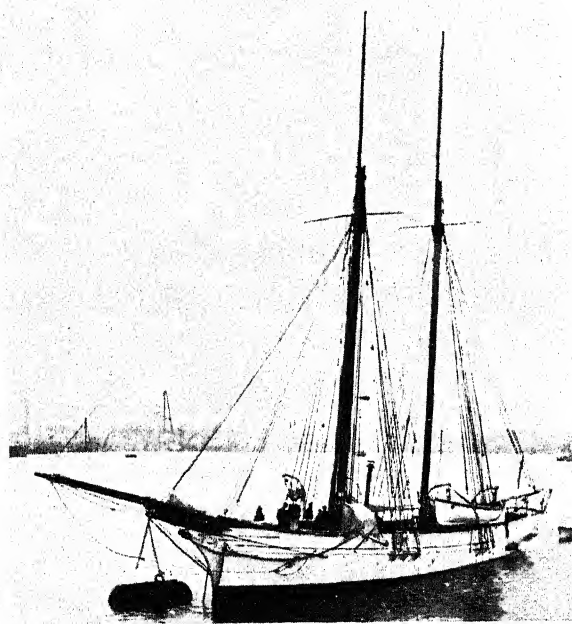
In 1840 the "Harrier" was broken up at Portsmouth.

The sixth "HARRIER" was a 17-gun screw sloop, launched at Pembroke in 1854. She was of 747 tons and 100 horse-power. Her length, beam, and draught were 160 ft., 32 ft., and 11 ft.

On March 28th, 1855, the "Harrier," commanded by Captain Henry Alexander Story, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

On June 23rd and 24th the "Harrier" performed a most useful service in the Gulf of Bothnia. Captain Story destroyed no fewer than 47 sail, or about 20,000 tons of Russian shipping in that neighbourhood, after having worked continuously in the boats for twenty-two hours.

On July 2nd the "Harrier" and "Driver" appeared off the town of Raumo in the Gulf of Bothnia, and summoned the town. The burgomaster pulled off under a flag of truce, and having agreed to give up such vessels as lay in port, advised the boats to pull up to the head of the bay where the ships would be found. Owing to some misapprehension or treachery the boats were greeted with a cross fire and had to retreat with a loss of 2 killed and 3 wounded. The two ships subjected the town to heavy bombardment for an hour and a half and then withdrew.



From the photograph by H. J. Symonds.

THE SEVENTH "HARRIER."

On July 24th the "Harrier" and "Cuckoo" destroyed part of the town of Raumo, and a large quantity of shipping.

On August 17th the "Harrier" and three other ships sent their boats up to Bjorneborg, burnt seventeen vessels, and obtained the surrender of a small steamer, in spite of the presence of 2000 troops in the neighbourhood.

In 1862, the "Harrier," commanded by Commander Sir Malcolm Macgregor, Bart., chastised some turbulent natives in the Fiji Islands.

In 1863 the "Harrier," commanded by Commander Francis W. Sullivan, took part in the second New Zealand War in a squadron of ships under Commodore Sir William Wiseman, Bart., with his broad pennant in "Curaçoa."

On August 1st the "Harrier" landed some men which took part in a reconnaissance of Paparoa and Haurake. Commander Sullivan was promoted early in November and was succeeded by Commander Edward Hay.

On November 20th the "Harrier" contributed to a Naval Brigade of 400 men under Commodore Sir William Wiseman, which bombarded and assaulted the town of Rangariri where the Maoris had strongly entrenched themselves. Four separate assaults were repulsed by the brave defenders, two of which were made by the Naval Brigade. On the following day the Maoris surrendered, the British forces having won a costly victory with a loss of 36 killed and 98 wounded, to which the Naval Brigade contributed 5 killed and 10 wounded.

THE KING'S SHIPS

In April 1864 the "Harrier" contributed to a Naval Brigade 430 strong, which was commanded by Commander Edward Hay, of the "Harrier," and joined the army under Sir Duncan Cameron. On April 29th the combined forces proceeded to attack a Maori stronghold at Gate Pah. The place was bombarded, and at 4.30 P.M. the Naval Brigade, under Commander Edward Hay, moved forward to the assault and entered the works. Inside the Pah the rebels fought with determination, and the Brigade were obliged to retreat with a heavy loss. The Maoris lost about 35 killed and wounded, but the British suffered 27 killed and 66 wounded, to which the Naval Brigade contributed 3 officers and 8 men killed or mortally wounded, and 3 officers and 19 men wounded. The Naval Brigade behaved admirably, and withdrew only when nearly all its leading officers had been shot down, including Commander Hay. A memorial to the "Harrier's" men who died in New Zealand was erected in 1865 in Kingston Church, Portsmouth.

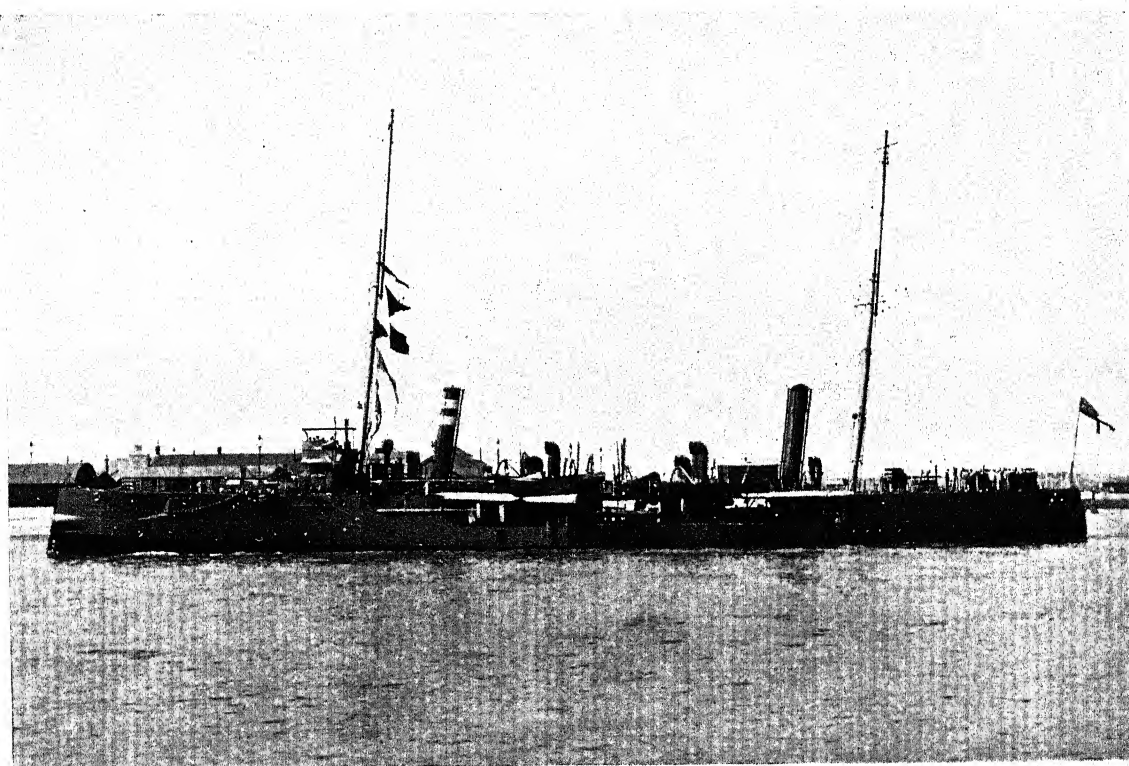
In 1866 the "Harrier" was broken up.

The seventh "HARRIER" was a wood built schooner yacht, specially purchased for £2874 in 1881 for the suppression of the East African slave traffic. She had been built at Cowes in 1872. She became of 190 tons after fitting out, and her length and beam were 92 ft. and 19 ft.

In 1888, after some service on the Australian station, the "Harrier" was sold at Sydney to the London Missionary Society for £1200.

The eighth "HARRIER" is a 2-gun twin-screw gunboat, launched at Devonport in 1894. She is of 1070 tons, 3500 horse-power, and 19 knots speed. Her length, beam, and draught are 250 ft., 30 ft., and 9 ft.

This vessel became a sea-going tender to the Portsmouth Navigation School.



From the photograph by H. J. Symonds.

THE EIGHTH "HARRIER."

HART

The suppression of French piracy	1562	The first Dutch War— Action with Dutch ships	1652
The Campaign of the Spanish Armada— Coastal operations	1588	The War of the English Succession— Action with French squadron	1692
The second English Civil War— Royalists versus Parliamentarians	1650	The Spanish Intransigentes	1873
		Diplomacy in the Malay Peninsula	1874
		Intervention in the Malay Peninsula	1874

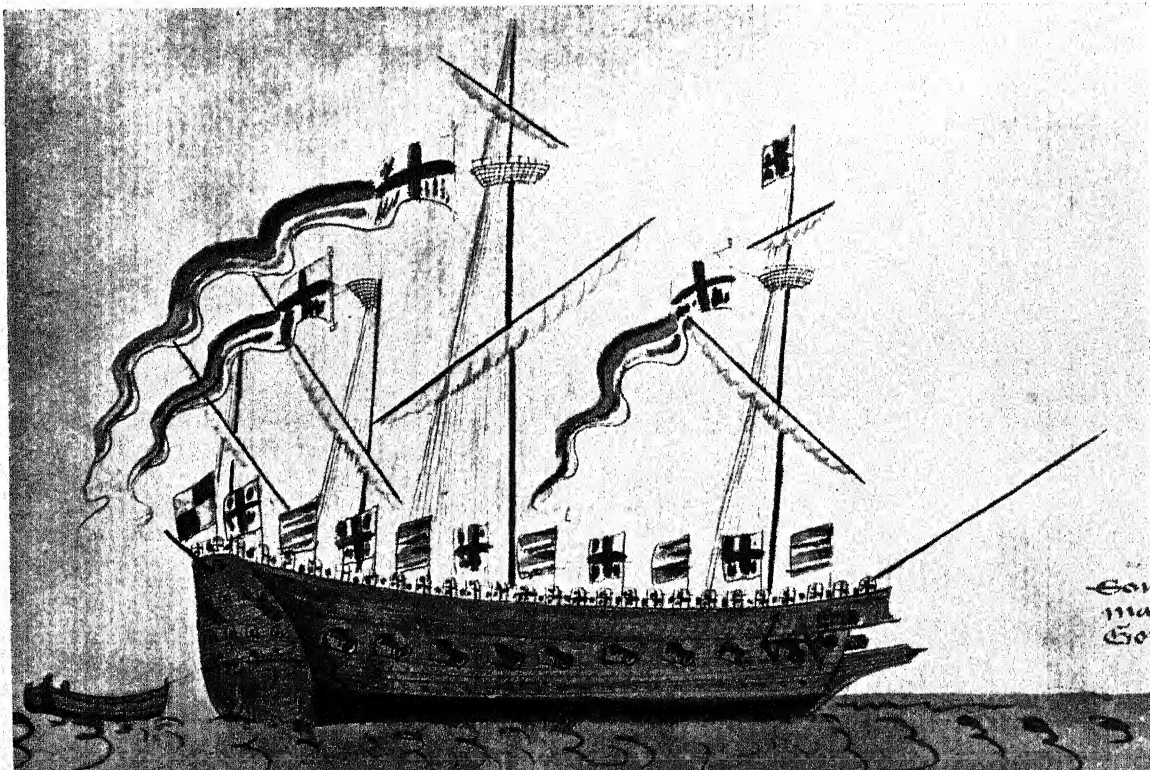


HART.—A stag from its fifth year.

The first "HART" dates from 1546. She was one of the Portsmouth galleys, and was of 300 tons. She was a four-masted, flush-decked vessel. Her crew was 200 men, and she mounted 4 brass and 52 iron guns.

In 1558 the "Hart" was rebuilt.

In 1562 the "Hart" was one of a squadron commanded by Sir William Woodhouse, which was sent to sea to repress French piracy, and to render what aid was possible to the Huguenot cause. The squadron made its headquarters at Portsmouth and cruised with success.



*Painted for H.M. King Henry VIII.
by Anthony Anthony on his Second Roll.*

THE FIRST "HART."

British Museum.

The second "HART" was a hired merchant vessel dating from 1588. She came from Dartmouth, was of 60 tons, and carried 70 men.

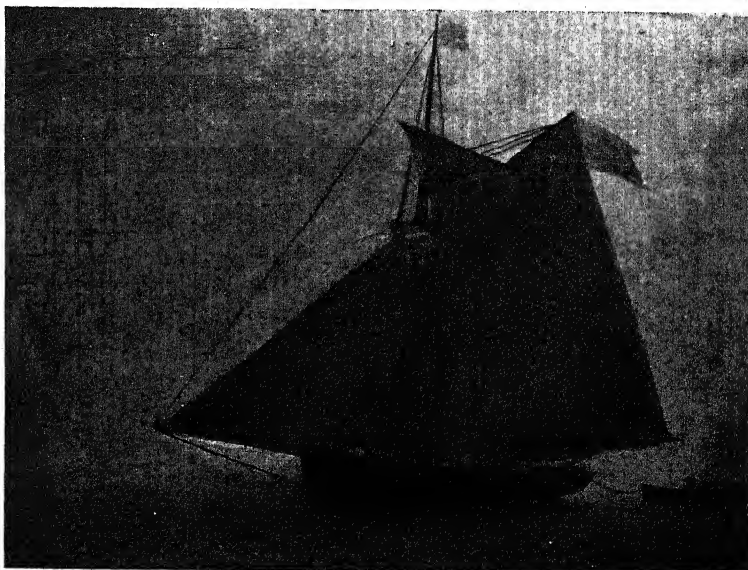
Commanded by Captain James Houston (or Houghton), she assisted in the defeat of the Spanish Armada. The "Hart" was one of 20 vessels acting under the orders of Lord Howard of Effingham, the Lord High Admiral, and was paid by Queen Elizabeth during the time of her service.

The third "HART" was added to the Navy in 1640, during the reign of Charles I. Her tonnage was 100 (*circa*) and she mounted 10 guns.

In March 1650 the "Hart's" crew mutinied. Led by Francis Darcy, a strong Royalist, a portion of the crew rose, confined the remainder, and began to carry the ship over to the Duke of York at Dunkirk. Before they had gone many miles the seamen changed their minds, and insisted on being taken back to Harwich.

The ringleaders were made "an example of," and the other guilty persons had their wages forfeited to the Chatham chest.

In 1652 the "Hart," while in company with the "Fortune," was captured by the Dutch in the English Channel. The Navy Commissioners considered that the "Fortune" had been too easily surrendered, and an order was made that the wages of her crew should not be paid until it was discovered who had first cried for quarter, and the offenders punished. But the "Hart" had been gallantly fought; her stubborn defence was an effort to wipe out the mutiny memory, and she yielded only when three Dutch ships were brought against her. This vessel eventually blew up at the Canary Islands.



From an old painting.

Commander C. E. F. Cunningham-Graham, R.N.
THE EIGHTH "HART."

The fourth "HART" was a 55-ton ketch, launched in 1657. She mounted 6 guns, and her length, beam, and draught were 50 ft., 14 ft., and 5 ft.

The fifth "HART" was a 96-ton ketch, built at Rotherhithe in 1691. She carried a crew of 50 men, and her length, beam, and draught were 62 ft., 19 ft., and 9 ft.

On June 9th, 1692 the "Hart," commanded by Captain David Condon, was escorting a convoy. They met the celebrated French corsair Du Guay Trouin, who captured the "Hart," in spite of a very gallant defence in which Captain Condon was killed. Five of the convoy also were captured, but the others managed to escape while the "Hart" fought.

The sixth "HART" was a 278-ton brig, with a crew of 60 men, hired and armed for service in 1796.

The seventh "HART" was a 16-gun brig sloop, captured from the French under the name of "L'Empereur" in 1805. She was of 152 tons, had been built in 1798, and carried a crew of 60 men. Her length, beam, and draught were 78 ft., 21 ft., and 9 ft.

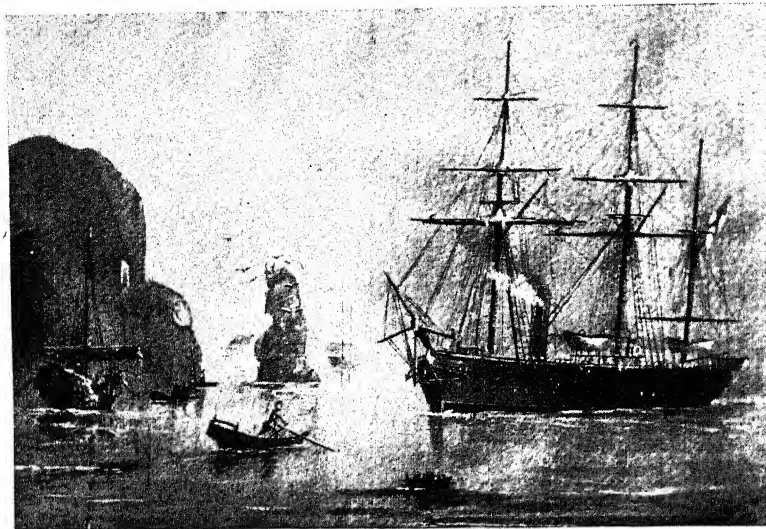
In 1809 she was ordered to be sold at Jamaica.

THE KING'S SHIPS

HART

The eighth "HART" was an 80-ton cutter yacht, launched at Woolwich in 1822. Her length, beam, and draught were 53 ft., 18 ft., and 8 ft.

She was employed as yacht to the Navy Board, but on the abolition of that office she became the yacht to the Admiral at Sheerness in 1833. In 1870 she became a harbour service vessel at Sheerness, being renamed "Sheerness Yard Craft No. 1." In November 1870 she was renamed "Drake," and in 1875 she was broken up at Chatham.



From an old drawing.

Commandant Alfred F. Welldon, R.N.

THE NINTH "HART."

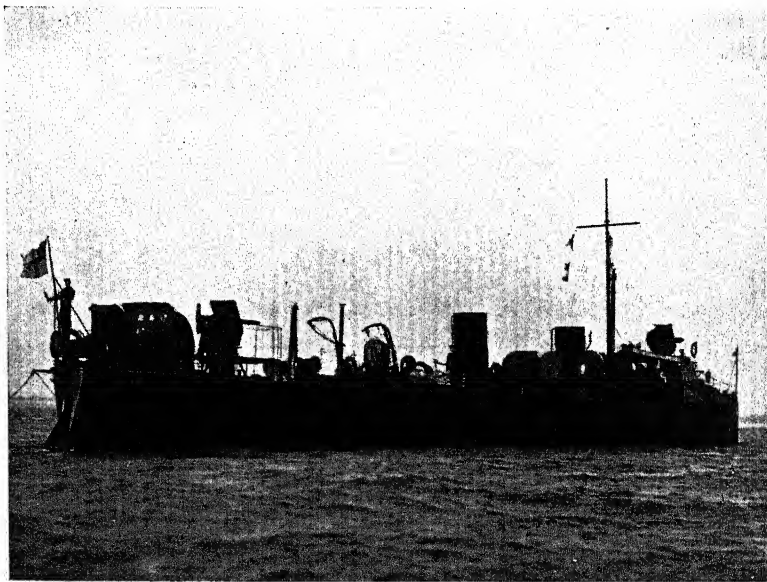
commanded by Commander Thomas H. Royse, was engaged in the blockade of the Spanish Mediterranean littoral, assisted in the operations against the Spanish Intransigentes, and prevented the insurgent ships from bombarding various coastal towns.

In September 1874 the "Hart," commanded by Commander T. H. Royse, in company with the "Charybdis," took part in an expedition to the Indan River, in the Malay Peninsula, and composed some differences between the rulers of Johore and Pahang.

In November 1874, the "Hart," in company with the "Charybdis," took part in an expedition to the Lukit River to intervene in serious disputes which had arisen between the ruler of Sungei Ujong and one of his feudatories. It was decided to support the ruler, and a small Naval Brigade of 73 officers and men were landed with troops on November 26th.

After some short fighting the Malay feudatory deserted Campayang, and escaped into the bush. One sailor was mortally wounded, and 50 of the enemy's coolies were killed. Search parties were sent out in various directions, but they failed to catch Bandar, who did not surrender for some weeks later.

During these operations the "Hart" proceeded to Langkat, to warn the Selangor authorities against affording assistance to the insurgents.



From the photograph by Ernest Hopkins.

THE TENTH "HART."

The tenth "HART" was a twin-screw torpedo-boat destroyer, launched at Govan in 1895. She was of 295 tons, 4000 horse-power, and 27 knots speed. Her length, beam, and draught were 185 ft., 19 ft., and 7 ft.

In 1900 the "Hart," commanded by Lieutenant J. G. Armstrong, played a minor part in the third China War or Boxer Riots.

In 1913 the "Hart" was placed on the sale list at Hong-Kong and was sold in pieces.

HASTY

The Wars of the French Revolution and Empire—Action with Dutch gunboats, 1799

HASTY.—Quick; speedy; eager; precipitate; easily excited to wrath; passionate.

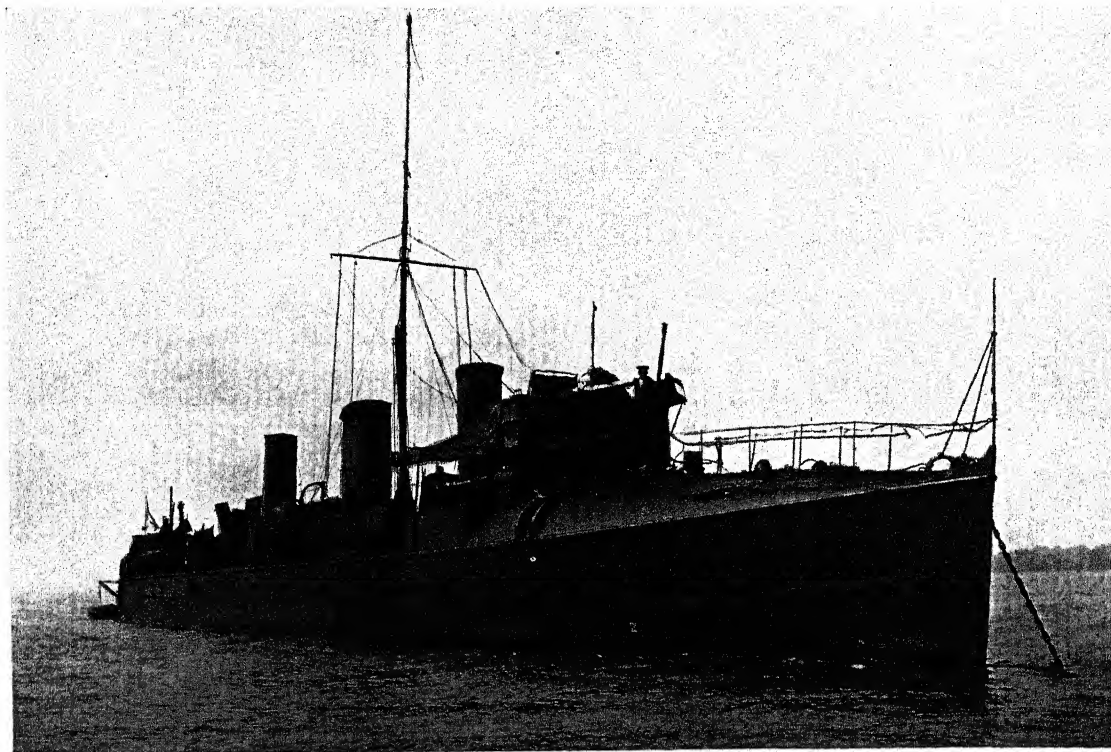
The first "HASTY" was a 12-gun gunboat, launched at Frindsbury in 1797. She was of 170 tons, and carried a crew of 50 men. Her length, beam, and draught were 76 ft., 23 ft., and 6 ft.

In October 1799 the "Hasty," with four other small ships, cut out four 4-gun Dutch gunboats on the coast of Holland.

In 1803 the "Hasty" was sold.

The second "HASTY" was a 12-gun brig sloop, launched at Sandwich in 1812. She was of 182 tons, and carried a crew of 55 men. Her length, beam, and draught were 84 ft., 23 ft., and 9 ft.

The "Hasty" was fitted out as a mud-engine vessel for Port Louis, Mauritius, in 1827.



From the photograph by Ernest Hopkins.

THE FIFTH "HASTY."

THE KING'S SHIPS

HAUGHTY

The third "HASTY" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 235 tons, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 5 ft.

In 1865 the "Hasty" was broken up.

The fourth "HASTY" was an 120-ton paddle vessel of 210 horse-power, built at Glasgow in 1867 for harbour service with the Mediterranean fleet at Alexandria. She also did some service in connection with the Indian troop ships. Her length, beam, and draught were 90 ft., 17 ft., and 9 ft.

The fifth "HASTY" was a twin-screw torpedo boat destroyer, launched at Poplar in 1894. She was of 290 tons, 3700 horse-power, and 27 knots speed. Her length, beam, and draught were 190 ft., 18 ft., and 5 ft.

In 1912 the "Hasty" was sold for £1660.

HAUGHTY

The Wars of the French Revolution and Empire—

The capture of Martinique	1809
The capture of Fiume	1813

The second China War—

The battle of Fatshan Creek	1857
The attack on the Peiho forts	1859
The suppression of Chinese piracy	1866-7

HAUGHTY.—Proud and disdainful; proceeding from pride mingled with contempt.

The first "HAUGHTY" was a 12-gun vessel, launched at Gravesend in 1797. She was of 170 tons, and carried a crew of 50 men. Her length, beam, and draught were 76 ft., 23 ft., and 6 ft.

In 1798 an attempt, happily ineffectual, was made by the "Haughty's" crew to seize the ship and deliver her to the enemy.

In 1802 the "Haughty" was sold.

The second "HAUGHTY" was a 12-gun vessel, launched on the Thames in 1804. She was of 178 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 22 ft., and 8 ft.

In 1809 the "Haughty," commanded by Lieutenant John Mitchell, sailed from Barbados on January 28th, to attack Martinique in a fleet of 44 vessels, commanded by Rear-Admiral the Hon. Alexander Cochrane with his flag in "Neptune." Ten thousand troops, under Lieutenant General Beckwith, accompanied the expedition and were landed on January 30th. The "Haughty" and other ships forced their way up to the head of Fort Royal Bay, and compelled the French to burn their ships. Seamen landed and assisted with guns and mortars. The forts were bombarded by the ships and attacked by the troops, and the whole island capitulated on February 24th. The Navy lost 8 killed and 19 wounded.

On July 3rd, 1813, the "Haughty," commanded by Lieutenant James Harvey, was one of a squadron of five ships, commanded by Rear-Admiral Thomas Francis Fremantle with his flag in "Milford," which attacked the town of Fiume. The sea-face batteries were silenced and Fremantle gave the order to land and storm. Led by the captains in their gigs the men landed, captured two forts, dashed through the town in spite of the fire from the windows and of a field-gun in the main street, and drove the defenders into a large house in the chief square. The French then fled, whereupon all stores were taken possession of, and all guns rendered useless. Some 90 vessels were captured in the harbour, and the British lost only 1 killed and 6 wounded.

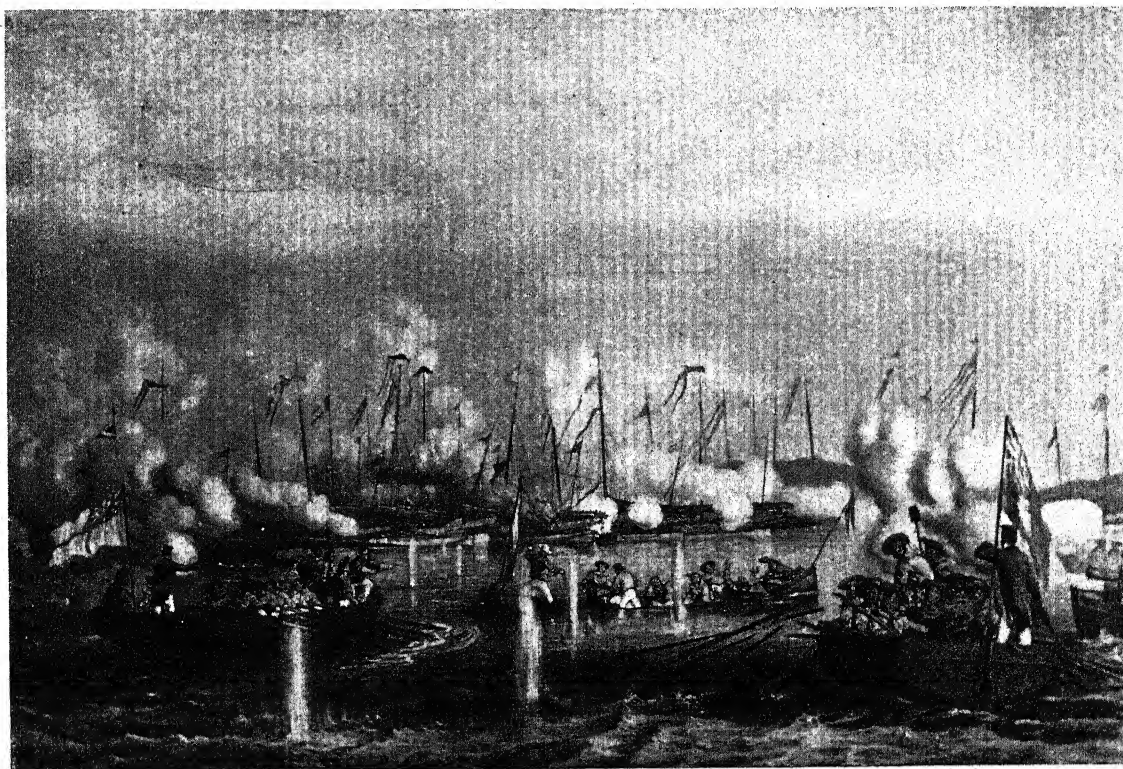
In 1816 the "Haughty" was sold.

The third "HAUGHTY" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 233 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 5 ft.

In 1857 the "Haughty," commanded by Lieutenant Richard Vesey Hamilton, took part in the second China War.

On June 1st, 1857, the "Haughty," temporarily flying the broad pennant of Commodore the Hon. Charles Elliot, was one of a squadron of nine ships and many boats under Rear-Admiral Sir Michael Seymour with his flag in "Coromandel," which took part in the battle of Fatshan Creek.

An assaulting party, under Commodore Elliot, landed and attacked the forts while the ships



After O. W. Brierly, R.A. Lithographed by E. Walker.

T. H. Parker, Brothers.

FATSHAN CREEK.

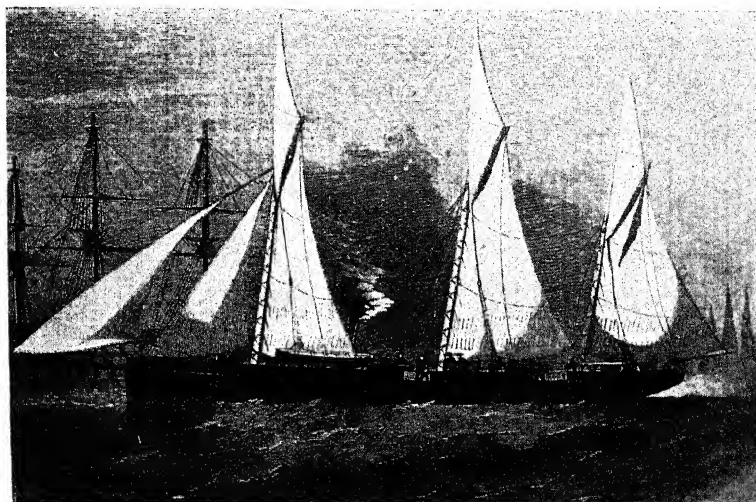
and boats advanced on the junks. The fort was soon captured by Commodore Elliot and the guns were turned on the junks. Many of the gunboats grounded, but the boats pushed on under a heavy fire, and as the Chinese abandoned their vessels the British had soon captured fifty. Twenty junks were found 3 miles farther up, and in the attack and subsequent capture of these vessels both the "Calcutta's" launch and the Commodore's galley were sunk. Some of the fleeing junks were chased 7 or 8 miles, and then burned. The British lost 13 killed and 44 wounded, among which were 3 officers killed, and 4 wounded. The Chinese defended themselves vigorously, used boarding nets with effect, and at first caused the British to withdraw.

On June 25th, 1859, the "Haughty," commanded by Lieutenant George Doherty Broad, was one of a fleet of 11 ships under Rear-Admiral James Hope with his flag in "Plover," which took part in the disastrous attack on the Peiho Forts. The attack began at 2 P.M., but the Chinese had the range to a nicety, and by 4 P.M. the "Haughty" and three other ships which were in the van, had suffered severely, and were obliged to move farther out. Rear-Admiral Hope was wounded, and owing to the damage suffered by the "Plover" he shifted his flag to the "Cormorant." By 5.40 P.M. one English ship had sunk, and two others had run ashore to avoid a like fate. It was on this occasion that the neutral Americans helped in the manage-

THE KING'S SHIPS

HAUGHTY

ment of one of the "Plover's" guns, and from this time dates the expression: "Blood is thicker than water." The Americans belonged to a boat's crew waiting alongside for Admiral Tatnall. At 7 P.M. a landing party of about 400 went ashore, but were compelled to retire



From a contemporary "Illustrated London News."

THE THIRD "HAUGHTY" (SISTER).

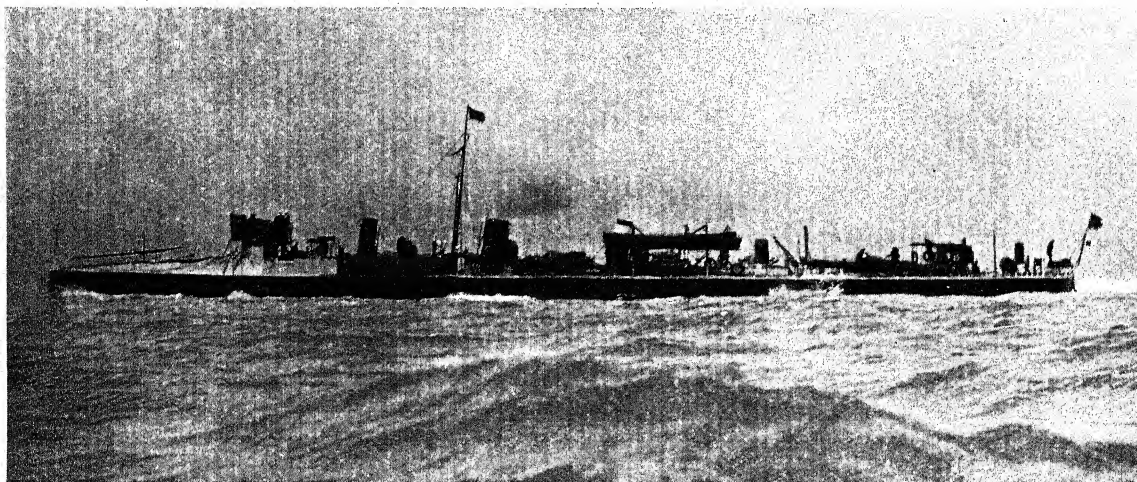
again at 1.20 A.M. On the following day another ship grounded, and while going to her assistance the flagship "Cormorant" was swept by so heavy a fire that she sank and was lost. The British forces then withdrew, having lost in this lamentable affair 89 killed and 345 wounded.

In 1866 and 1867 the "Haughty," commanded by Lieutenant U. C. Singleton, was engaged in the suppression of Chinese piracy.

In 1867 the "Haughty" was sold at Hong - Kong for £954.

The 4th "HAUGHTY" was a twin-screw torpedo-boat destroyer, launched at Doxford's Yard in 1895. She was of 295 tons, 4200 horse-power, and 27 knots speed. Her length, beam, and draught were 196 ft., 19 ft., and 5 ft.

In 1912 the "Haughty" was sold for £1450.



THE FOURTH "HAUGHTY."

From the photograph by Ernest Hopkins.

The fifth "HAUGHTY" is a 3-gun turbine torpedo-boat destroyer laid down at Messrs. Yarrow's Yard at Scotstoun in 1912. She is of 965 tons, 24,500 horse-power, and 29 knots speed. Her length, beam, and draught are 260 ft., 28 ft., and 10 ft.

In 1913 this vessel's name was changed to "Lark."

HAVOCK

HAVIK. HAVICK

The Russian War—			
The Baltic expedition	1855	The capture of Kahding	1862
The blockade of the coast of Courland	1855	The bombardment of Kagosima	1863
The bombardment of Sveaborg	1855	Succoured the "Racehorse"	1863
The second China War—		The suppression of Chinese piracy	1867
The capture of the Taku Forts	1860	Actions at Starling Inlet, etc.	1867

HAVOCK.—Devastation; wide and general destruction; to lay waste; a hunting and afterwards a war cry, the signal for indiscriminate slaughter.

The first "HAVOCK" was the Dutch 18-gun sloop, which on August 17th, 1796, was surrendered to Vice-Admiral Sir George Elphinstone at Saldanha Bay, on the west coast of South Africa, as "Havik." (This word means "hawk.") She was of 365 tons, carried a crew of 120 men, and her length, beam, and draught were 102 ft., 26 ft., and 13 ft.

She arrived at Plymouth on New Year's Day 1797.

On November 9th, 1800 the "Havock," while commanded by Commander P. Bartholomew, was lost at St. Aubyn's Bay, Jersey, but the crew were saved.



Lithographed by E. T. Dolby.

SVEABORG.

A. Ackermann.

The second "HAVOCK" was a 12-gun brig sloop, launched at Yarmouth in 1805. She was of 184 tons, and carried a crew of 50 men. Her length, beam, and draught were 85 ft., 22 ft., and 8 ft.

For some years the "Havock" acted as coastguard ship in the Hamble River, and she was broken up in 1859.

The third "HAVOCK" was a Dutch 10-gun corvette.

She was captured as the "Havik" on February 10th, 1810, some distance to the south-east of Bermuda by the "Thistle," Lieutenant Peter Proctor, after four hours' fighting. The British loss was one killed and six wounded; the Dutch, eight wounded.

THE KING'S SHIPS

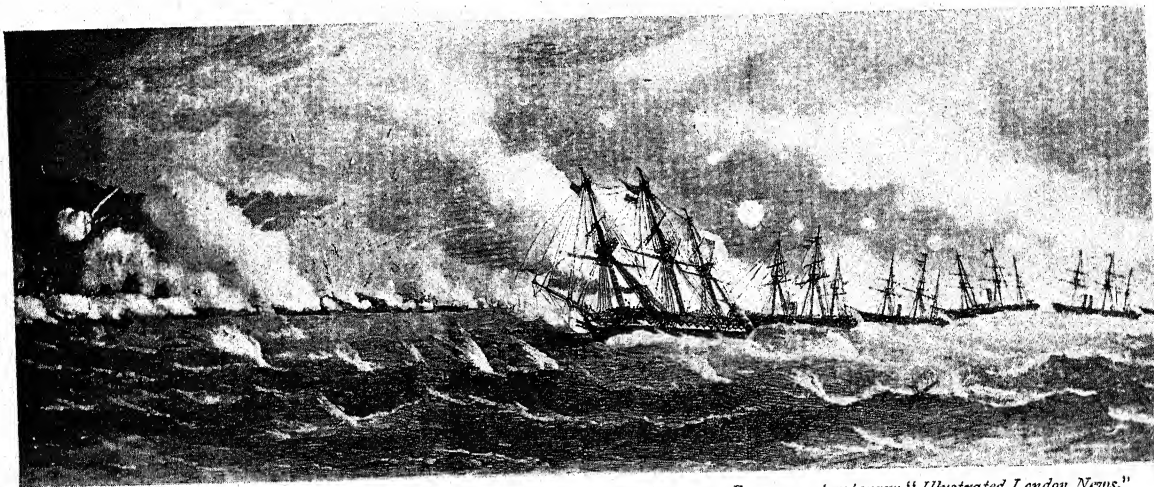
HAVOCK

The fourth "HAVOCK" was a screw mortar vessel, launched at Blackwall in 1855. She was of 120 tons, and 60 horse-power. Her length, beam, and draught were 65 ft., 21 ft., and 5 ft.

On March 28th, 1855, the "Havock," commanded by Boatswain Thomas Foreman, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

On August 9th the "Havock" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb vessels co-operated in the attack, which lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, government stores, and powder magazines were blown up and completely destroyed.

This vessel was subsequently given a number instead of a name.



From a contemporary "Illustrated London News."

THE BOMBARDMENT OF KAGOSIMA.

The fifth "HAVOCK" was a 2-gun screw gunboat, launched at Bristol in 1856. She was of 235 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

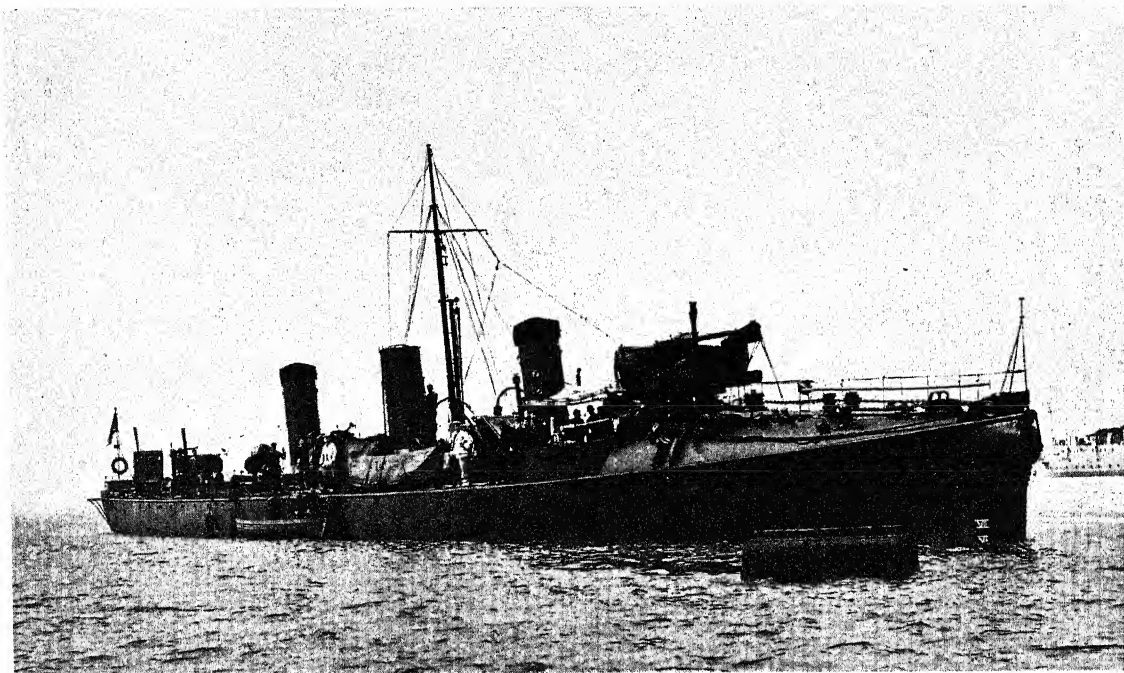
In 1860 the "Havock" took part in the second China War.

In August 1860 the "Havock" was one of a fleet of 11 ships and many rocket boats, under Rear-Admiral Lewis Tobias Jones with his flag temporarily in "Dove," which co-operated with the allied British and French troops, 20,000 strong, in the attack and capture of the Taku Forts. The Naval work consisted of bombarding the forts and clearing the boom obstructions in the river Peiho. The ships suffered no casualties, but the marines on shore lost 1 killed and 29 wounded, and behaved with their accustomed brilliancy.

In 1862 the "Havock" contributed to a Naval Brigade of 570 officers and men, which landed to attack the town of Kah-ding for the Imperial Chinese troops, who were fighting the Taeping rebels. The town was bombarded for two hours on October 24th, and was then taken by storm, the Naval Brigade losing 1 man killed and 10 wounded. British intervention in the Chinese internal troubles was soon afterwards declared to be illegal, and no further action was taken.

On August 14th, 1863, the "Havock," commanded by Lieutenant George Poole, was one of a squadron of seven ships under Vice-Admiral Augustus Kuper with his flag in "Euryalus," which took action against the Japanese Prince of Satsuma for refusing to indemnify the family of an offending British merchant who had been murdered. On August 15th, after the Vice-Admiral had reconnoitred the position in the "Havock," the "Havock" and some other small ships proceeded to a bay to the northward of Kagosima and seized three Japanese

steamers. Soon after this capture the Japanese batteries at Kagosima opened fire on the British squadron, whereupon the "Havock" burned the three prizes. The British squadron weighed, and in line of battle proceeded on August 15th to engage the Japanese batteries at Kagosima, passing at slow speed along the whole line. During the engagement the "Racehorse" took the ground, but the "Havock" and two other ships went to her assistance, and got her off without damage. The "Havock" then burned five large junks belonging to the Prince of Satsuma, and after some foundries and an arsenal had been completely destroyed, the firing ceased for the day. On August 17th a further bombardment took place and much damage was done. The British lost 13 killed and 50 wounded, and then withdrew to Yokohama. It should be noted that this action was fought in weather so bad that the decks were awash. Lieutenant George Poole was promoted to Commander for this service.



THE SIXTH "HAVOCK."

From the photograph by Ernest Hopkins.

On June 26th, 1867, the "Havock," commanded by Lieutenant Yelverton O'Keefe, in company with the "Bouncer," attacked and destroyed in Starling Inlet two Chinese piratical vessels. A trading junk, which was their prize, was released at the same time.

Two days later these two gunboats attacked, captured, and destroyed a considerable flotilla of piratical craft 50 miles farther up the Chinese coast.

In 1871 the "Havock" was sold at Yokohama for £659.

The sixth "HAVOCK" was a twin-screw torpedo-boat destroyer, launched at Poplar in 1893. She was of 275 tons, 3700 horse-power, and 26 knots speed. Her length, beam, and draught were 180 ft., 18 ft., and 5 ft.

The immediate success of this ship led to the creation of the present British flotilla of torpedo-boat destroyers, of which class of ship the "Havock" was the pioneer. She originally had two small funnels.

In 1912 the "Havock" was sold for £1510.

The seventh "Havock" is a 3-gun turbine torpedo-boat destroyer laid down at Messrs. Yarrow's Yard, Scotstoun, in 1912. She is of 965 tons, 24,500 horse-power, and 29 knots speed. Her length, beam, and draught are 260 ft., 28 ft., and 10 ft.

In 1913 this vessel's name was changed to "Linnet."

HAWKE

HAWK. SIR EDWARD HAWKE

The War of the English Succession—			
The battle of Beachy Head	1690		
The battles off Cape Barfleur and La Hogue	1692		
The War of the Spanish Succession—			
Rooke's expedition to Cadiz	1702		
Destruction of Franco-Spanish fleet at Vigo	1702		
George I.'s War with Spain—			
The relief and defence of Gibraltar	1727		
The War of Jenkins's Ear, and of the Austrian Succession—			
The attack on St. Augustine	1740		
The Seven Years' War—			
Action with French vessel off Cape Clear	1759		
The right of the flag	1769		
The War of American Independence—			
The right of search	1779		
The Wars of the French Revolution and Empire—			
Assisted to destroy French "Amazone"	1811		
Action with French vessels off Cape Barfleur	1811		
Captured French "Heron"	1811		
The fighting purser	1811		
The Russian War—			
The Baltic expedition	1855		
Operations at Dwina, Dome Ness, and Pernau	1855		
The pacification of Crete	1897		
The Somaliland campaign	1903		
The War of Belgian Neutrality—			
Various operations in the North Sea	1914		

ADMIRAL OF THE FLEET, EDWARD, BARON HAWKE.—Born in London, 1705, as the only son of Edward Hawke, a barrister of Lincoln's Inn, and of Elizabeth Bladen his wife. Entered the Navy on February 20th, 1719/20, by joining the



"Seahorse" as a volunteer; and served in that ship on the North American and West Indian station until 1725 when he returned home in her. Joined the "Kinsale," with the rating of Able Seaman, June 2nd, 1725. Served in her on the west coast of Africa and in the West Indies, including a month with the blockading squadron under Admiral Hosier off Porto Bello. When the ship was paid off at Woolwich on July 11th, 1727, Hawke perhaps went on half-pay. Promoted to be third Lieutenant of the "Portland" April 11th, 1729. Transferred to the "Leopard" November 25th, 1729, and paid off December 22nd, 1729. Remained on half-pay until May 19th, 1731, when

he was appointed fourth Lieutenant of the "Edinburgh," for service in the Mediterranean, and he remained in her until December 27th following. Appointed to the "Scarborough," January 15th, 1731/2, and again went to the North American station. Was discharged on November 10th, 1732, at Boston to the "Flamborough" for passage to the "Kingston." Joined the "Kingston" as first Lieutenant on December 24th, 1732. Promoted to Commander, April 13th, 1733, and was given the command of the "Wolf" sloop by Sir Chaloner Ogle, the Commander-in-Chief. Promoted to Captain, March 20th, 1733/4, and given command of the "Flamborough" by the same Commander-in-Chief. Brought the ship home to England and paid her off September 5th, 1735. Remained on half-pay for nearly four years, and in 1737 he married, in the private chapel of Somerset House, Catherine Brooke of Burton Hall, Yorkshire, by whom he had six children, though only one son and one daughter survived him. Appointed to command his old ship, the "Portland," July 30th, 1739, and proceeded to the West Indies. This vessel was in a poor state and should have been in the shipbreakers' hands; Hawke complained that she was always leaking, and that she was "iron sick," meaning that the wood was too rotten to hold the iron bolts. On arriving home at Portland, and desiring to proceed to the Downs, he was compelled to write to the Admiralty to say that he did not consider it safe to proceed without having another ship in company. Paid her off on March 17th, 1742/3, and appointed to the 70-gun ship "Berwick" three months later. Had great difficulty in obtaining a crew, which operation took two months, and when eventually the ship was manned, he wrote to acquaint the Admiralty that of his crew "there are several . . . very little, puny, weakly fellows that have never been at sea . . . poor little sickly fellows . . . several of them will breed a sickness . . . the ship can be of little or no service. . . ." Proceeded to the Mediterranean, and it speaks well for the Captain that the "Berwick" was the most efficient ship present on February 11th, 1744, when the Battle of Toulon was fought between the British and the Franco-Spanish fleet. In this action the "Berwick" drove the Spanish 60-gun ship "Neptuno" out of the line, and then attacked the Spanish 60-gun ship "Poder" at half-musket shot, and compelled her to strike after two hours' fierce engagement. Commanded a squadron of ships in the Mediterranean on detached service on several occasions during 1744 and 1745. Transferred to the "Neptune," August 1745, escorted a convoy home, and went ashore on half-pay for nearly two years. Appointed to the "Mars," March 30th, 1747, while that ship was fitting out for service. Promoted to Rear-Admiral, July 15th, 1747, which advancement he is said to have owed to H.M. King George II., as it is believed that the Admiralty thought of retiring him. A week later he hoisted his flag in the "Gloucester" as second in command of the Western Squadron. Transferred his flag to "Windsor." Succeeded to the command of the squadron on September 8th, 1747, when Sir Peter Warren, the Commander-in-Chief, was temporarily relieved because of a "scorbutic disorder." Transferred his flag to "Devonshire." Neglecting the possibility of capturing some rich galleons, he met a French fleet under Monsieur L'Etenduère off Cape Finisterre on October 14th, and defeating it, captured 6 ships. Made a Knight of the Bath for this service; and became a Member of Parliament for Portsmouth on the recommendation to the Corporation of the First Lord of the Admiralty, and held this seat as a Whig for thirty years. Remained in the Western Squadron at his own request as second in command to Sir Peter Warren. Vice-Admiral, May 12th, 1748. Succeeded to the command in July 1748 when Sir Peter Warren retired from it. Commander-in-Chief at Portsmouth 1748-1752, and was conspicuous for his ability in reconciling the duties of Commander-in-Chief with those of Member of Parliament for the same place. Was appointed in 1749 to command an escorting squadron to Nova Scotia, but



Engraved by Ridley,
T. H. Parker, Brothers.

Hawke

THE KING'S SHIPS

in the end he was not required to go. Associated with Lord Anson in the establishment of the Corps of Royal Marines. Struck his flag in November 1752, but hoisted it again in "Terrible" on February 12th, 1755, to superintend the home service, and he played a part in the reform of Haslar hospital. Ordered to sea in July 1755 to cruise against the French between Ushant and Finisterre, and his ships managed to seize about 300 merchant vessels, and thus deplete the French nation of some 8000 seamen. Cruised in the Channel until May 1756. Suddenly ordered to the Mediterranean with his flag in "Antelope" to supersede Admiral the Hon. John Byng as Commander-in-Chief, June 1756. Transferred his flag to "Ramillies" on his arrival on the station. Returned to England and struck his flag, January 14th, 1757. Promoted to Admiral, February 24th, 1757. Hoisted his flag in "Ramillies," August 15th, 1757, as commanding the naval side of the expedition to Rochefort, but the attack was a failure, though from no fault of Admiral Hawke. Searched for a French squadron returning from Louisbourg but failed to discover it. Commanded the Channel Squadron in 1758, and blockaded Rochefort, attacked the French ships at that place, and reduced some works on Ile D'Aix. Struck his flag at Portsmouth on May 10th, 1758, as a protest against what he considered to be an infringement of his rights by the Admiralty. The matter was smoothed over and the flag was rehoisted, but Lord Anson took over the command, and with Hawke as second in command the fleet proceeded to sea to carry out a series of operations against the northern coast of France. Obligated to go on shore almost immediately for the re-establishment of his health, and remained there until his flag was again hoisted in "Ramillies" on May 13th, 1759. At once assumed command of the Western Squadron, and for six months, with great skill and persistence, maintained off Brest a most effective blockade. The difficulties of bad victuals, dirty ships, and heavy weather were very great, but they were successfully overcome. Transferred his flag to "Royal George," November 14th, 1759. Six days later he pursued Vice-Admiral de Conflans into the Bay of Quiberon and gained a great victory for his country, two French ships being sunk, four being taken or destroyed, and four wrecked by their own crews. For this service he received the thanks of Parliament and a pension of £2000 a year for three lives. Mr. Henry Newbolt's magnificent poem on this victory is reprinted here by his kind permission from *Poems New and Old* (John Murray, London).

"In seventeen hundred and fifty-nine,
When Hawke came swooping from the West,
The French King's Admiral with twenty of the line
Was sailing forth to sack us, out of Brest.
The ports of France were crowded, the quays of France a-hum
With thirty thousand soldiers marching to the drum,
For bragging time was over and fighting time was come
When Hawke came swooping from the West.

"'Twas long past noon of a wild November day
When Hawke came swooping from the West;
He heard the breakers thundering in Quiberon Bay,
But he flew the flag for battle, line abreast.
Down upon the quicksands roaring out of sight
Fiercely beat the storm-wind, darkly fell the night,
But they took the foe for pilot and the cannons' glare for light
When Hawke came swooping from the West.

"The Frenchmen turned like a covey down the wind
When Hawke came swooping from the West;
One he sank with all hands, one he caught and pinned,
And the shallows and the storm took the rest.
The guns that should have conquered us they rusted on the shore,
The men that would have mastered us they drummed and marched no more,
For England was England, and a mighty brood she bore
When Hawke came swooping from the West."

The Admiral continued the blockade of the French coast until March 11th, 1761, when he struck his flag. Called out again in 1762, hoisting his flag in "Royal George" on April 27th. Cruised on the coast of Spain during July and August to protect Portugal from a Spanish fleet at Ferrol. Brought his career at sea to a close by striking his flag on September 3rd, 1762. Rear-Admiral of Great Britain, December 1762. Vice-Admiral of Great Britain, 1765. Remained unemployed until November 1766, when he became First Lord of the Admiralty. Was partly instrumental in increasing the half-pay of Lieutenants from two to three shillings a day, 1767. These officers had been described in the House of Commons as "starving for want of subsistence, hiding themselves in the most remote corners of the country, some for fear of gaols . . . reduced to go to sea as second mates in merchant ships . . . others have fixed themselves in trades. . . ." Admiral of the Fleet, January 1768. Retired from the Admiralty, January 1771. Awarded a peerage, which had been delayed because of his lack of friendliness with Mr. William Pitt, and created Baron Hawke of Towton, May 20th, 1776. Was one of the signatories to a memorial to the King in 1778 praying that a court-martial should not be held on Admiral the Hon. Augustus Keppel, for his indecisive action with D'Orvilliers off Ushant, as it would be prejudicial to the discipline of the Navy. Died at Sunbury-on-Thames, October 17th, 1781, and lies buried by the side of his wife in the church of North Stoneham, Hampshire, where his monument records that "the annals of his life compose a period of naval glory . . . for wherever he sailed victory attended him. . . ."

HAWK, a name often given to almost all the Falconidae, except the largest eagles, but used also in a more restricted sense to designate one particular section of the family composed of Goshawks and Sparrowhawks. The wings are short, somewhat rounded, and very concave beneath, and while the flight is rapid it is without much power of soaring or gliding. Unlike the true falcons they have an untoothed bill.

The first "HAWK" was an 8-gun ketch, launched at Woolwich in 1655, and added to the Navy during the Commonwealth. She was of 60 tons, and her length, beam, and draught were 42 ft., 16 ft., and 8 ft.

It is as well to note that it is not very probable that there was any "Hawke" in the Navy until after Sir Edward Hawke's victory in Quiberon Bay. In most works on Naval history "Hawk" and "Hawke" are freely mentioned, but as many of these productions did not see the light of day until after 1759, the origin of the mistake is not hard to see.

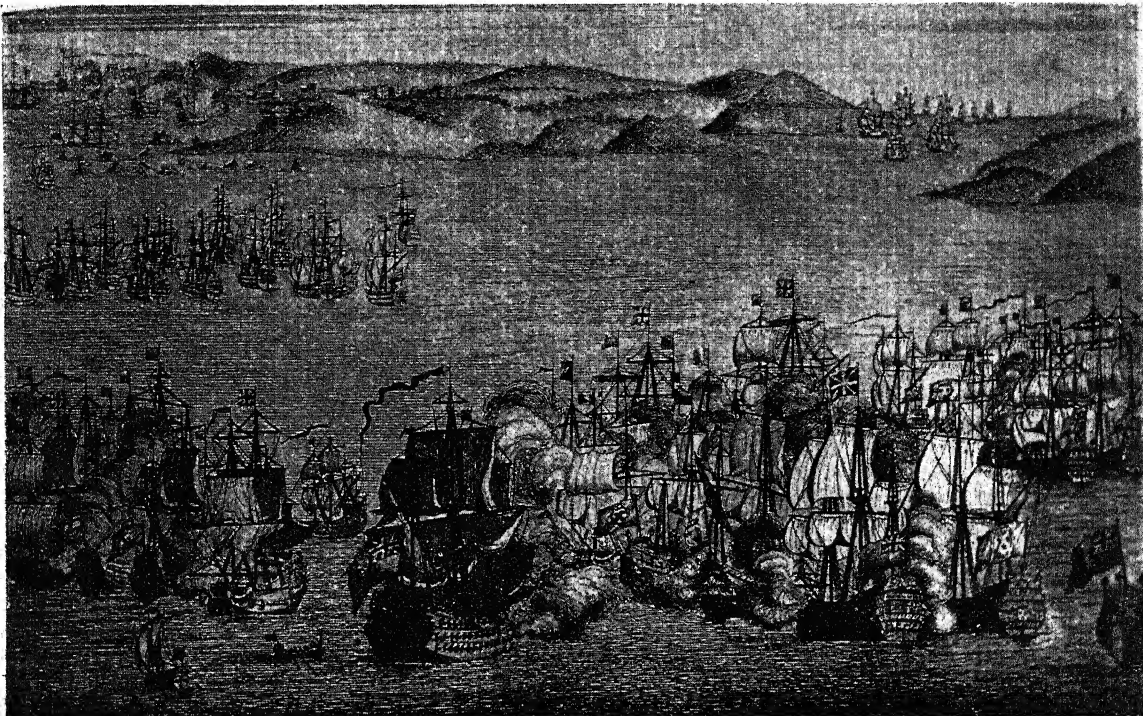
THE KING'S SHIPS

HAWKE

The second "HAWK" was an 8-gun fireship, launched at Wapping in 1690. She was of 245 tons, and carried a crew of 45 men. Her length, beam, and draught were 95 ft., 25 ft., and 10 ft.

In 1690 this ship, commanded by Captain William Harman, was in the Rear or Blue squadron of the combined Anglo-Dutch fleet under Admiral Lord Torrington with his flag in "Royal Sovereign," which met the French fleet under Tourville at the battle of Beachy Head. The battle was fought on June 30th, and the Anglo-Dutch had 12 ships and 500 guns less than the French fleet. The allies were badly beaten, eight or nine ships were destroyed, and the French lost none. The loss of life on both sides was considerable. The Dutch lost two flag-officers, and the English three captains. The English Commander-in-Chief was tried by court-martial, and though acquitted, he was superseded and never again employed.

In 1692 this ship, commanded by Captain William Harman, was one of the combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell, who flew his flag in "Britannia."



Engraved by R. Parr.

BATTLE OFF LA HOGUE.

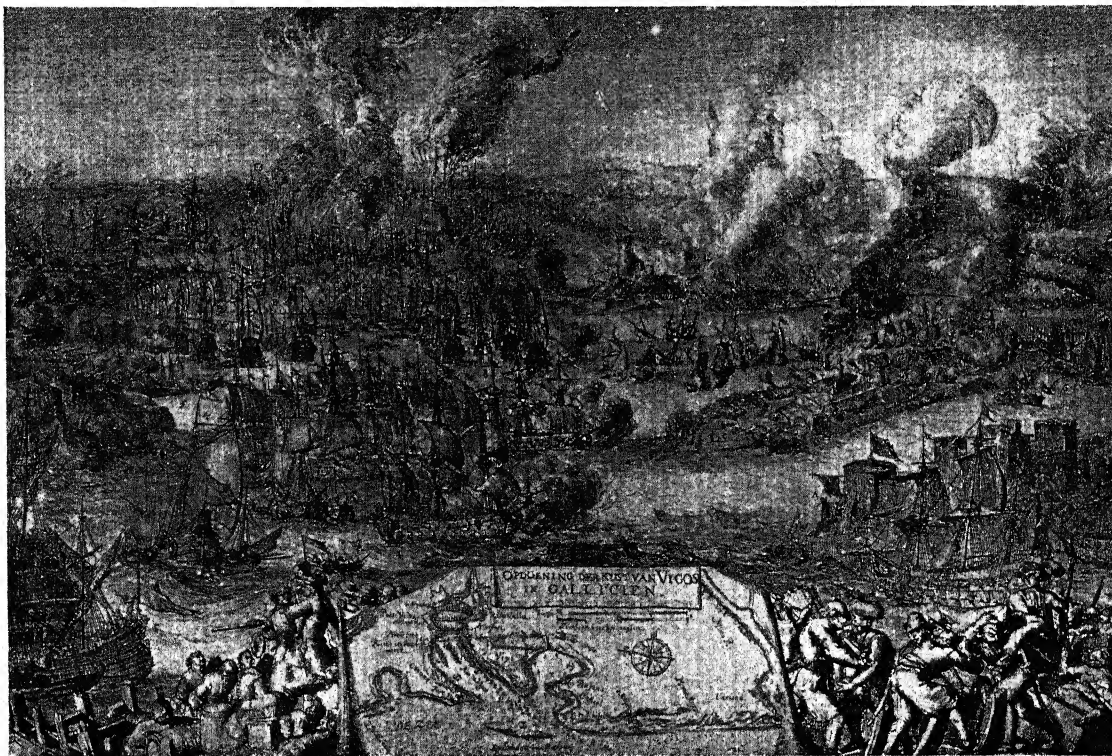
T. H. Parker, Brothers.

They met and engaged the French fleet, commanded by Admiral Tourville, the victor of Beachy Head two years previously. The Anglo-Dutch fleet consisted of 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French fleet consisted of 44 ships of the line, 13 frigates and fireships, and 3240 guns. The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the bay of La Hogue. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of their ships escaped by running through the dangerous Race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety. Many fireships were expended in the bay of La Hogue, but the "Hawk" was not among them.

In 1702 the "Hawk," commanded by Captain Bennet Allen, was one of the combined Anglo-Dutch fleet under Admiral Sir George Rooke which operated against the Franco-Spanish allies. The Anglo-Dutch fleet consisted of 30 English and 20 Dutch ships of the line, besides cruisers, bombs, fireships, storeships, transports, hospital ships, and tenders, making 160 sail in all. The fleet anchored about six miles from Cadiz on August 12th. Three

days later, after much indecision and many councils of war, a landing was effected at Rota, and on the 16th Rota surrendered after some resistance. The men on shore then became completely demoralised with wine and licentiousness. Nothing further was done by Sir George Rooke except to hold councils of war, and the fleet left the neighbourhood of Cadiz on September 19th. From here the "Hawk" accompanied the allied fleets to Vigo. The enemy were in Redondela harbour defended by a boom of masts, yards, and cables. Only a portion of the fleet operated owing to the narrowness of the waters, and the "Hawk" was fortunate enough to be employed. After the boom was broken by Vice-Admiral Hopsonn in the "Torbay," the entire Franco-Spanish fleet was taken, burned, or destroyed. Enormous treasure and booty fell into the hands of the victors, 41 of the enemy's craft suffered, and the success of the affair covered Rooke's inactivity at Cadiz.

In 1712 the "Hawk" was sunk at Plymouth as a breakwater.



From a contemporary Dutch print.

DESTRUCTION OF FRANCO-SPANIARDS AT VIGO.

British Museum.

The third "HAWK" was a 6-gun sloop, launched at Chatham in 1721. She was of 100 tons, and carried a crew of 80 men. Her length, beam, and draught were 62 ft., 20 ft., and 9 ft.

In 1727 this ship proceeded to the Mediterranean station in a squadron of six men-of-war and two sloops under Vice-Admiral Sir Charles Wager with his flag in "Kent." On February 2nd they arrived off Gibraltar and found it being besieged by the Spaniards. The troops that had accompanied the fleet were landed, and the ships assisted the defenders in various ways until peace was declared in June.

In October 1739 the "Hawk" foundered at sea and was lost with all hands.

The fourth "HAWK" was a 10-gun sloop, launched at Limehouse in 1740. She was of 206 tons, and carried a crew of 100 men. Her length, beam, and draught were 84 ft., 24 ft., and 10 ft.

In April 1740 this ship was one of a squadron of nine ships on the North American station under Captain Vincent Pearce in "Flamborough." They proceeded to Florida with the object

THE KING'S SHIPS

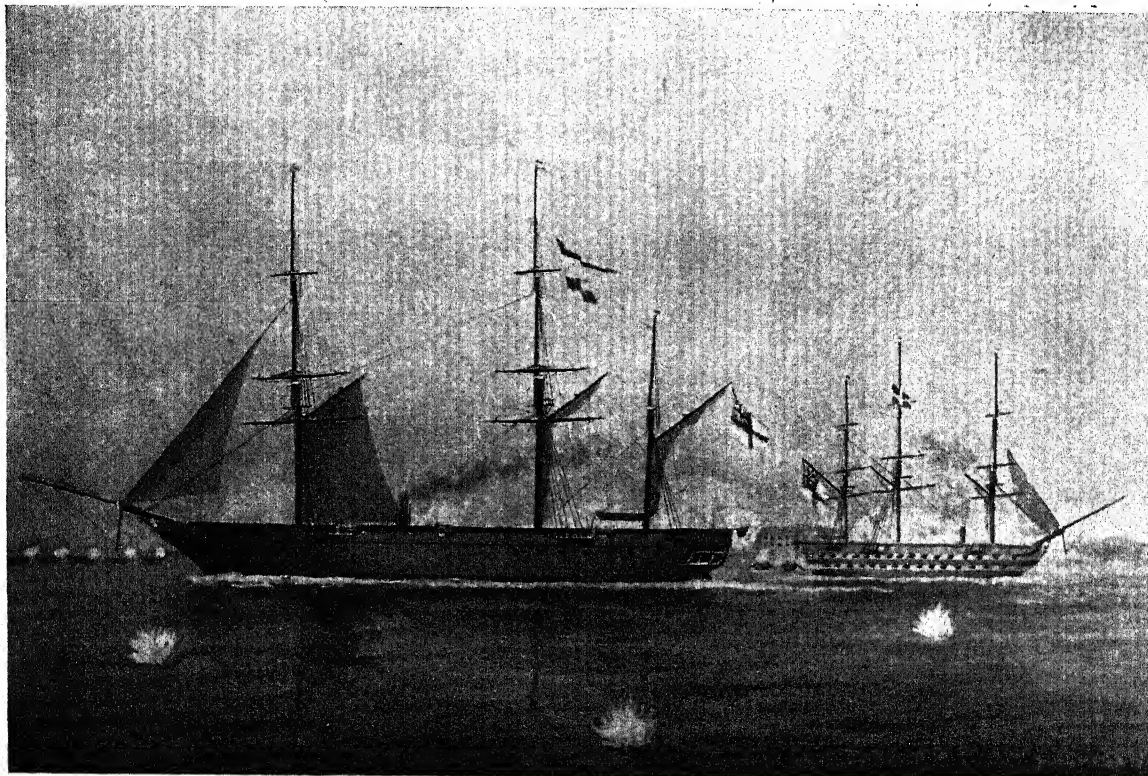
HAWKE

of capturing St. Augustine. Early in May the squadron arrived off the bar of St. Augustine. The army on shore were several times repulsed, and after the Governor had refused to surrender and much parleying had taken place, it was decided to abandon the attempt. On July 5th the whole force withdrew, the guns of the fleet covering the embarkation.

In 1747 the "Hawk" was broken up.

The fifth "HAWK" was a 12-gun ship sloop, launched on the Thames in 1756. She was of 225 tons, and carried a crew of 100 men. Her length, beam, and draught were 89 ft., 24 ft., and 10 ft.

In November 1759 this ship was captured by a French privateer off Cape Clear, but in January 1761 she was retaken, purchased into the Navy a gain, and repaired at Harwich.



Drawn by Commander R. D. White, R.N.

THE FOURTEENTH "HAWKE" (AND THE "DESPERATE") AT RIGA.

G. White, Esq.

In 1769 the "Hawk" was concerned in a noteworthy insistence of the "right of the flag." A French frigate anchored in the Downs and neglected to pay the usual compliment of dipping her colours. The captain sent a lieutenant to demand the salute. The French captain refused compliance, whereupon the "Hawk" fired two shots over her. This induced the French frigate to concede the point without further dispute.

On December 31st, 1779, the "Hawk" was one of a fleet of 12 vessels under Captain Charles Feilding in "Namur." On this day they came up with a large Dutch convoy under Rear-Admiral Charles Bylandt, who had with him two sail of the line and two frigates. The Dutch were suspected of carrying contraband of war for the French, and refused the British request to be allowed to search the vessels. On the following day the boats attacked, and the ships exchanged broadsides, whereupon the Dutch struck. Nine prizes were taken, and condemned in due course.

In August 1781 this vessel was sold for £520.

The sixth "HAWKE" was the small schooner "Sir Edward Hawke," launched at New York in 1768.

Early in 1771 the "Sir Edward Hawke," while commanded by Lieutenant Gibbs and at

a time when we were at peace with Spain, allowed herself to be forced into Cartagena by the Spaniards. Lieutenant Gibbs was tried by court-martial "for disobedience of orders and suffering His Majesty's colours to be insulted and disgraced by two Spanish guarda costas, whom he was prevailed on by threats to accompany into the harbour of Cartagena without making any resistance, notwithstanding his orders were to keep a good look out that His Majesty's vessel might not be run into any kind of danger, or His Majesty's colours suffer any disgrace from the insults of guarda costas or otherwise." He was sentenced "to be dismissed His Majesty's service during the King's pleasure." It was considered that Lieutenant Gibbs should have resisted as long as he could without unduly sacrificing his crew and should then have struck his colours to superior force, and have refused to rehoist them again until satisfactory explanations and apologies had been made for the insult.

In August 1773 the "Hawke" was sold for £60.

The seventh "HAWKE" was a 16-gun sloop, launched at Deptford in 1793. She was of 333 tons, and carried a crew of 100 men. Her length, beam, and draught were 100 ft., 28 ft., and 11 ft.

In 1803 the "Hawke" was broken up.

The eighth "HAWKE" was a 4-gun gunboat, purchased in 1794. She was of 68 tons, and carried a crew of 30 men. Her length, beam, and draught were 67 ft., 15 ft., and 7 ft.

In 1796 the "Hawke" was lost.

The ninth "HAWKE" was a small vessel hired and armed for service in 1798.

The tenth "HAWKE" was an 18-gun sloop, taken from the French as the "Atalanta" in 1803. She was of 320 tons, and carried a crew of 125 men. Her length, beam, and draught were 91 ft., 28 ft., and 8 ft.

In December 1804 the "Hawke," while commanded by Commander James Tippet, foundered in the English Channel, and was lost with all hands.

The eleventh "HAWKE" was an 18-gun brig sloop, captured in the West Indies from the French as the "Dame Ernouf" in 1805. She was of 320 tons and carried a crew of 125 men. Her length, beam, and draught were 91 ft., 28 ft., and 8 ft.

She was first called "Seaforth" and was lost in the West Indies in 1807.

The twelfth "HAWKE" was an 18-gun brig sloop, captured in the West Indies from the French as the "Lutine," on May 24th, 1806, by the "Agamemnon" and "Carysfort." She was of 311 tons and her length, beam, and draught were 91 ft., 28 ft., and 7 ft.

In March 1811 the "Hawke," commanded by Commander Henry Bouchier, was one of a squadron of five vessels which attacked the French 40-gun frigate "Amazone" near Cape Barfleur. They inflicted such damage on the ship that the "Amazone" was burned to avoid capture.

On August 19th, 1811, the "Hawke," commanded by Commander Henry Bouchier, chased a French convoy off Cape Barfleur, which was escorted by three brigs and two luggers. The "Hawke" succeeded in driving ashore the two luggers, two of the brigs, and fifteen of the convoy, but she herself ran aground while endeavouring to avoid an attack from the third brig, though she was soon refloated. That same night the boats from the "Hawke" were sent in, and captured the French 10-gun brig "Heron" and three merchantmen. Mr. Henry Campling, the purser of the "Hawke," took charge of the marines and small-arms men and greatly distinguished himself. The "Hawke" in this creditable operation lost only 1 killed and 4 wounded, and Commander Bouchier was promoted to post-captain for this service.

This "Hawke" was renamed "Buzzard" in 1812, and in December 1814 she was sold for £630.

The thirteenth "HAWKE" was a hired schooner, mounting one small carronade.

In January and February 1813, while commanded by Lieutenant William Pascoe, she

THE KING'S SHIPS

HAWKE

reconnoitred the Los Islands off Sierra Leone, where three French frigates were lying, and thus enabled them to be brought to action by other ships.

The fourteenth "HAWKE" was a 74-gun ship, launched at Woolwich in 1820. She was of 1758 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 19 ft.

The "Hawke" was subsequently reduced to a 60-gun screw ship with engines of 200 horse-power.

On March 28th, 1855, the "Hawke," commanded by Captain Erasmus Ommaney, was one of a fleet of 88 steam vessels which proceeded to the Baltic to take part in the war with Russia under Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington."

On August 10th, 1855, the "Hawke," with one other ship in company, engaged some batteries and gunboats near the mouth of the River Dwina.

On August 14th, 1855, the "Hawke," with one other ship in company, landed parties, destroyed several vessels, and repulsed a body of troops at Dome Ness, at the mouth of the Gulf of Riga.

On September 12th, 1855, the "Hawke," with three other vessels, received the peaceful surrender of Pernau in the Gulf of Riga.

In 1865 the "Hawke" was broken up.

The 15th "HAWKE" was a 6-ton cutter, purchased in 1839 for special service at Bermuda. Her length, beam, and draught were 22 ft., 8 ft., and 5 ft.

The 16th "HAWKE" was a small sailing cutter, built for service in the Coastguard and Revenue Service.

She acted in this capacity at Harwich for many years, and her name was eventually changed to "Undine."

The seventeenth "HAWKE" was a screw coastguard cruiser, launched at Cowes in 1869. She was of 416 tons, 430 horse-power, and 10 knots speed. Her length, beam, and draught were 146 ft., 23 ft., and 12 ft.

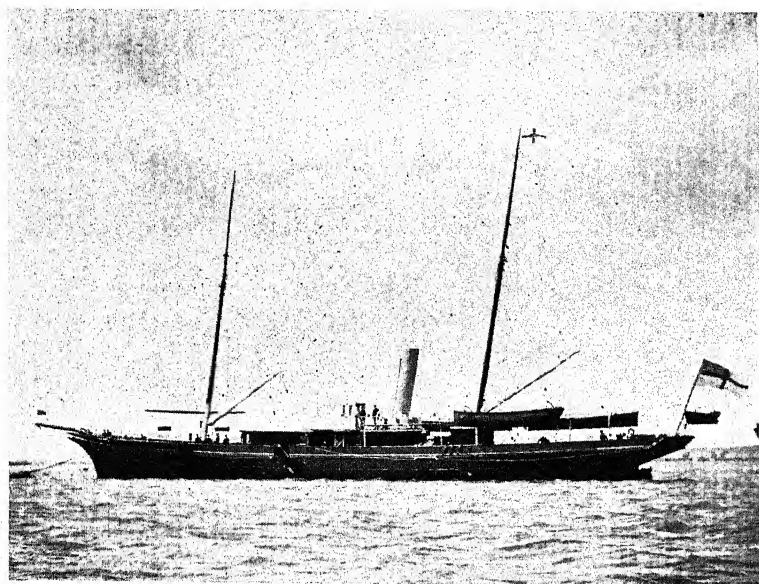
This vessel's name was changed to "Amelia" in 1888, and again to "Colleen" in 1904.

The eighteenth "HAWK" was a screw yacht, purchased for special service with the Admiral commanding the Coast Guard and Reserves. She was built at Leith in 1884 as the "Lady Aline," and was of 520 tons, 400 horse-power, and 12 knots speed. Her length, beam, and draught were 167 ft., 24 ft., and 9 ft.

In April 1906 the "Hawk" was sold.

The nineteenth "HAWKE" was a 12-gun twin-screw cruiser, floated out at Chatham in 1891. She was of 7350 tons, 12,000 horse-power, and 20 knots speed. Her length, beam, and draught were 360 ft., 60 ft., and 24 ft.

In 1897 and 1898 the "Hawke," commanded by Captain Sir Richard Poore, Bart., was



From the photograph by H. J. Symonds.
THE EIGHTEENTH "HAWK(E)."

THE KING'S SHIPS

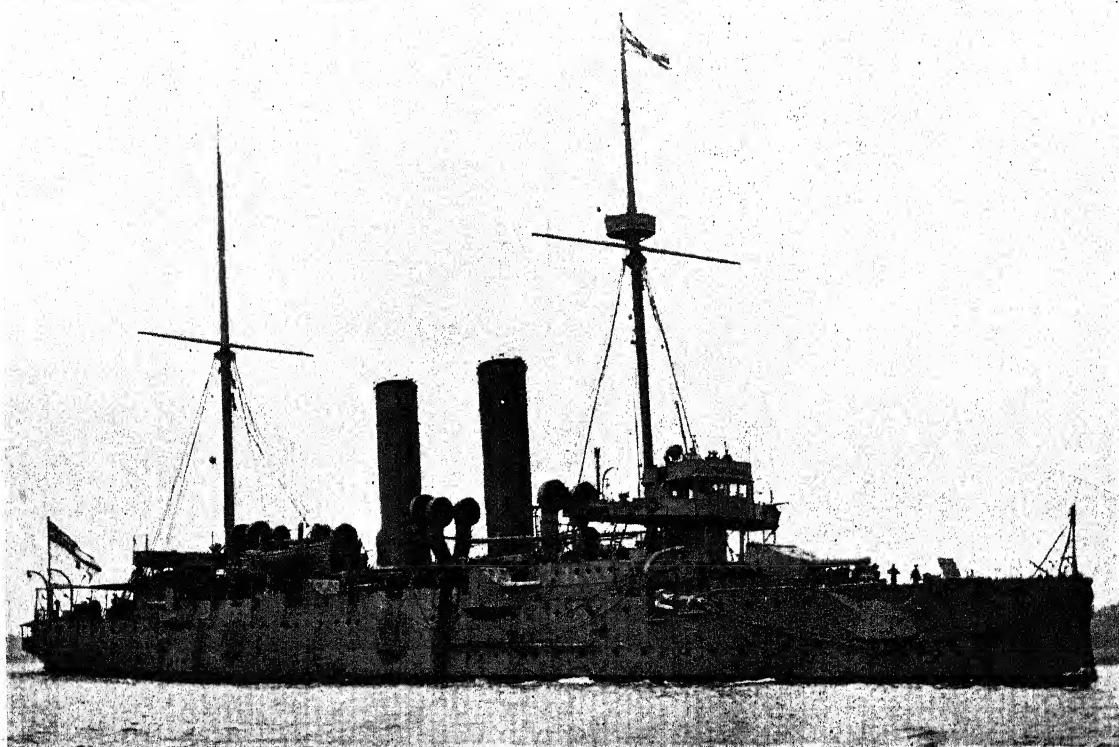
engaged in the operations which led to the pacification of Crete and the appointment of Prince George of Greece as High Commissioner under the suzerainty of the Sultan of Turkey. On one occasion the "Hawke" embarked a Greek military force in Platania Bay and took it back to its own country.

On September 20th, 1911, the "Hawke," while commanded by Commander W. F. Blunt, collided in the Solent with the White Star liner "Olympic." The trial—which pronounced the "Hawke" to be free from blame—aroused much general interest owing to the theory advanced that the large amount of water displaced by the "Olympic" led to a suction action which had drawn the "Hawke" out of her course. Appeal after appeal followed the decision of the first Court to try the case. In the collision the "Hawke" lost her ram, and an ordinary straight bow was built to replace it.

In 1914 the "Hawke," commanded by Captain Hugh P. E. T. Williams, was engaged in various operations in the North Sea, in connection with the war with Germany. On October 15th the "Hawke" was successfully torpedoed by a German submarine. The "Theseus," which was in company, was unsuccessfully attacked at the same time. The "Hawke" sank in a few minutes, and unfortunately Captain Williams, 26 officers and 500 men were lost with the ship. Four officers and about 60 men were saved.

The twentieth "HAWK" was a small dhow hired in 1903, and armed with one 3-pounder gun. Her length, beam, and draught were 50 ft., 14 ft., and 2 ft., and it was said of her that she could sail anywhere where the sand was wet.

With 2 British petty officers and a crew of 14 Somalis, she was very active in the prevention of gun-running on the Somaliland coast.



THE NINETEENTH "HAWKE."

• From the photograph by Ernest Hopkins.

HAZARD

HASARD. HAZARDOUS. HAZARD'S PRIZE. YOUNG HAZARD

The Campaign of the Spanish Armada—				Assisted to destroy French "Loire" and French	
Coastal service	1588			"Seine"	1809
The War of Jenkins's Ear, and of the Austrian Succession—				Captured French "La Mouché"	1809
Action with the Young Pretender's rebels	1745			The Syrian War—	
The Seven Years' War—				The blockade of the Syrian coast	1840
Observation of enemy off Brest	1755			The bombardment of Beyrout	1840
A royal bride	1761			The bombardment of St. Jean d'Acre	1840
The Wars of the French Revolution and Empire—				The first China War—	
Captured French "Musette"	1796			Minor part	1839-42
Captured French "Hardi"	1797			The First New Zealand War—	
Captured French "Neptune"	1798			The defence of Russell	1845
Assisted to capture French "Topaze"	1809			The siege of Auckland	1845
The capture of Martinique	1809			The chastisement of Borneo pirates	1846
The blockade of Guadeloupe	1809			The bombardment of Candia	1808
Boat attack at Sainte Marie, Guadeloupe	1809			The pacification of Crete	1898

HAZARD.—Chance, accident, risk; a game at dice; to expose to chance, to run the risk.

The first "HAZARD" was a 38-ton hired merchantman from Faversham.

With a crew of 34 men and under the command of Captain Nicholas Turner, she took part in the campaign against the Spanish Armada.

She was employed on coastal service with 22 other vessels under Lord Henry Seymour. Some of these vessels were paid by Queen Elizabeth and others by the Port towns.

The second "HAZARD" (Hazardous) was a 52-gun ship, captured from the French in 1703. She was of 875 tons, and her length, beam, and draught were 137 ft., 38 ft., and 15 ft.

While the Mediterranean fleet were returning to England in November 1703, the "Oxford," "Warspite," and "Lichfield," being ahead, captured the "Hasard," which resisted in the most determined manner for six hours, and struck only when reduced to a state of complete wreck.

On November 19th, 1706, this vessel was run ashore near Selsea Bill and lost.

The third "HAZARD" was a 9-gun sloop of 114 tons, launched at Woolwich in 1711. Her length, beam, and draught were 63 ft., 21 ft., and 9 ft.

On September 12th, 1714, the "Hazard" was wrecked and lost with all hands at Boston, in New England.

The fourth "HAZARD" was a 14-gun sloop, launched at Rotherhithe in 1744. She was of 273 tons, and carried a crew of 110 men. Her length, beam, and draught were 92 ft., 26 ft., and 12 ft.

On November 24th, 1745, she was captured in Montrose harbour by the rebels under the Young Pretender, but she was subsequently retaken by the "Sheerness," being driven ashore in Tongue Bay, but got off again on March 25th, 1746. She was sold in 1749 for £500.

The fifth "HAZARD" was a small sloop, launched at Portsmouth in 1749. She was of 140 tons, and had a crew of 80 men. Her length, beam, and draught were 76 ft., 21 ft., and 8 ft.

In 1755 the "Hazard," commanded by Commander Thomas Graves, was ordered off Brest to look for the French grand fleet, which was rumoured to be destined for North America. The "Hazard" had the good fortune to fall in with them when they were returning into Brest. Commander Graves stood twice across their line, and ascertained so exactly the force of every ship that he was able to transmit a most detailed account to Lord Anson at a critical moment. His lordship immediately made him a post-captain as a mark of his satisfaction, and promised him his future friendship. He subsequently became Admiral Lord Graves.

In August 1761 the "Hazard," commanded by Commander the Hon. Henry St. John, was one of a squadron of seven men-of-war and a number of small yachts under Admiral of the Fleet Lord Anson with his flag in "Royal Charlotte." They escorted to England Princess Charlotte of Mecklenburg-Strelitz, who had been promised in marriage to King George III.

In February 1783 the "Hazard" was sold for £200.

The sixth "HAZARD" was known as the "Hazard's Prize." She was a small sloop of 101 tons, with a crew of 60 men. Her length, beam, and draught were 62 ft., 20 ft., and 9 ft.

In 1759 she was sold for £76.

The seventh "HAZARD" was a 10-gun hired cutter known as the "Young Hazard," and dating from 1782.

The eighth "HAZARD" was a 6-gun cutter, hired and armed for service in 1783.

The ninth "HAZARD" was a small vessel hired and armed for service in 1793.

The tenth "HAZARD" was an 18-gun sloop, launched at Frindsbury in 1795. She was of 423 tons, and had a crew of 125 men. Her length, beam, and draught were 108 ft., 30 ft., and 9 ft.

In 1796 the "Hazard" captured the French "Musette."

In 1797 the "Hazard" captured the French "Hardi."

On August 12th, 1798, the "Hazard," commanded by Commander William Butterfield, chased and captured the French 10-gun ship "Neptune" in the North Atlantic.

On January 22nd, 1809, the "Hazard," commanded by Commander Hugh Cameron, assisted by two other vessels, captured the French 40-gun frigate "Topaze" off Guadeloupe. The British lost 2 killed and 1 wounded. The French lost 12 killed and 14 wounded.

On January 28th, 1809, the "Hazard," commanded by Commander Hugh Cameron, sailed to attack Martinique in a fleet of 44 vessels, commanded by Rear-Admiral the Hon. Alexander Cochrane with his flag in "Neptune." Ten thousand troops under Lieutenant-General Beckwith accompanied the expedition, and were landed on January 30th. The "Hazard" and other ships forced their way up to the head of Fort Royal Bay, and compelled the French to burn their ships. Seamen landed and assisted with guns and mortars. The forts were bombarded by the ships and attacked by the troops, and the whole island capitulated on February 24th. The Navy lost 8 killed and 19 wounded.

In March and April 1809 the "Hazard," commanded by Commander Hugh Cameron, was engaged in the blockade of Guadeloupe.

On October 17th, 1809, Commander Hugh Cameron sent in the boats from the "Hazard" and "Pelorus," under Lieutenants Robertson and Flin, to attack a French privateer which, with 100 men on board, lay secure under the guns of Sainte Marie, Guadeloupe. She was boarded and blown up under a heavy fire, the British loss being 6 killed and 9 wounded.

On December 17th, 1809, the "Hazard," Commander Hugh Cameron, assisted to drive the French 40-gun frigates "Loire" and "Seine," then armed *en flûte*, into Anse la Barque, Guadeloupe, where they were compelled to strike and subsequently burned. In the subsequent attack on the forts, Commander Cameron made himself conspicuous by wrapping the enemy's flag round his wounded arm. A French officer seized a musket and shot him dead, as he stood on the beach.

A few days later the "Hazard's" boats captured the French despatch vessel "La Mouche" at Anse la Barque.

In 1817 the "Hazard" was sold.

The eleventh "HAZARD" was a French 16-gun privateer with a crew of 50 men.

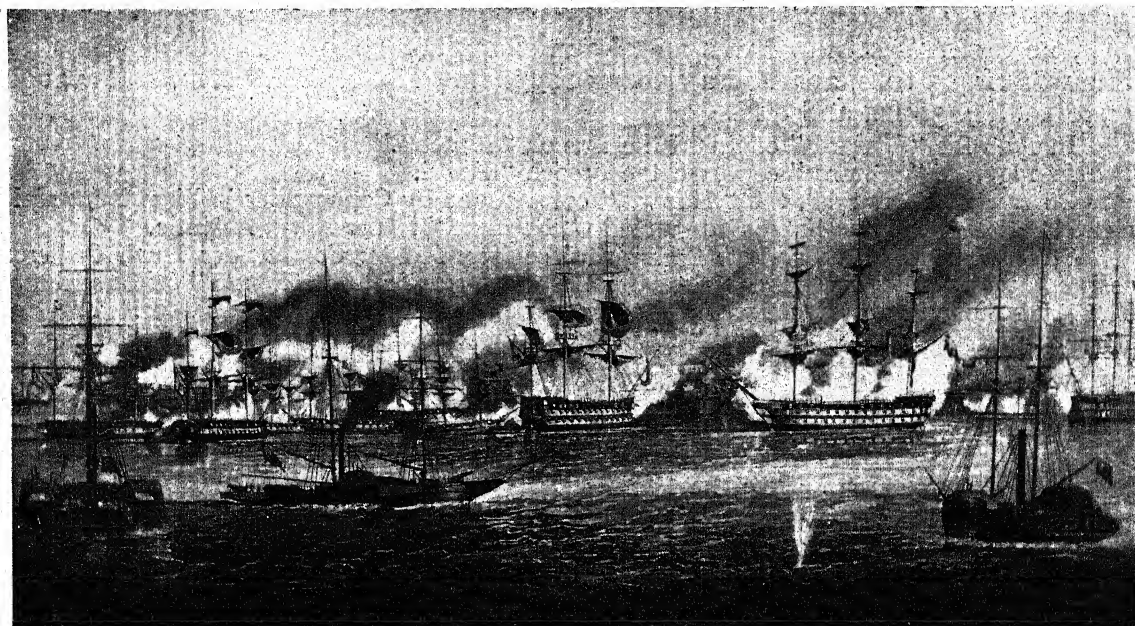
She was captured off Curaçoa on October 1st, 1804, by the "Echo," Commander Edmond Boger.

The twelfth "HAZARD" was an 18-gun sloop, launched at Portsmouth in 1837. She was of 431 tons, and carried a crew of 130 men. Her length, beam, and draught were 110 ft., 31 ft., and 11 ft.

THE KING'S SHIPS

HAZARD

In 1840 the "Hazard," commanded by Commander the Hon. Charles Gilbert Elliot, was one of a combined fleet of 32 British, 8 Austrian, and 3 Turkish vessels under Admiral the Hon. Sir Robert Stopford with his flag in "Princess Charlotte" which was engaged in the blockade of the Syrian coast to prevent any further Egyptian advance against Turkey. On September 9th the majority of the fleet anchored off Beyrout, and escorted Turkish troops and British marines to points of vantage. During these and the following days Beyrout was frequently bombarded by the fleet, and its walls and defences were demolished, while various coastal operations took place in conjunction with the Turkish army. On October 31st the ships sailed from Beyrout, and on November 3rd they anchored by bow and stern before St. Jean d'Acre. A bombardment was at once begun, and it soon became general, the attackers being concealed to some extent by the thickness of their own smoke, and assisted by midshipmen at their mastheads to direct and correct the aim. After three hours' bombardment a most frightful explosion of the grand magazine flung half the town into the air, killed upwards of 1200 Egyptians, and devastated a space of 60,000 square yards. The ships were shaken to their keels, and seamen were knocked down at their guns. At sunset Sir Robert Stopford



After Lieut. J. F. Warre, R.N. Engraved by A. W. Reeve.

Royal United Service Institution.

THE BOMBARDMENT OF ST. JEAN D'ACRE.

ordered the bombardment to cease. The Egyptians lost 300 killed, in addition to the deaths caused by the explosion, and nearly all the sea-face guns were disabled. The fleet suffered very little except aloft, and had but 14 British and 4 Turks killed, and 42 wounded. During the night the Egyptians evacuated the place, and the following morning St. Jean d'Acre was taken possession of, a flying column being despatched in pursuit of the Egyptians. At the end of November the Egyptians made peace and evacuated Syria.

In 1842 the "Hazard," commanded by Commander Charles Bell, was engaged on the China station during the war with China which lasted from 1839 to 1842. The "Hazard" did not apparently take part in any of the noteworthy actions, but was nevertheless given the medal for her services.

In 1845 the "Hazard," commanded by Commander David Robertson, took part in the first New Zealand War. This war was brought about by the grasping tactics of the English settlers. The natives, who had foolishly traded off fine tracts of country for a few blankets and guns, realised that they had been swindled, and anxious to regain their patrimony, raised a rebellion.

In helping to defend the town of Russell against the Maoris in March 1845, the "Hazard" lost 6 men killed and 8 wounded, including among the latter Commander David Robertson.

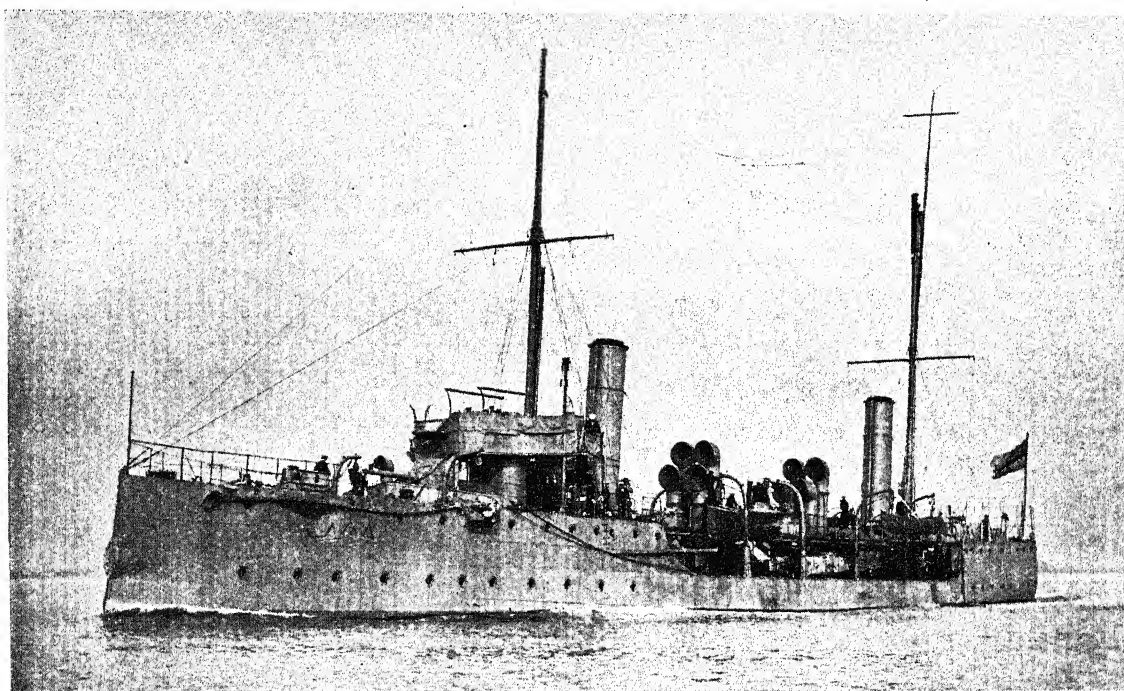
In June 1845 the "Hazard's" men, by incredible exertion, dragged a 32-pounder a distance

of 15 miles from the sloop to assist in the siege of Auckland. An attack on the Maori stronghold was repulsed with terrible loss, among the mortally wounded being Lieutenant George Philpotts of the "Hazard." In spite of this British repulse, the Maoris soon afterwards abandoned their strong position, and retired into the bush.

In 1846 the "Hazard," commanded by Commander Francis Philip Egerton, took part in an expedition for the chastisement of the Borneo pirates. The attacking force consisted of three men-of-war and one H.E.I. Company's ship, under the command of Rear-Admiral Sir Thomas Cochrane with his flag in "Spiteful." The "Hazard" grounded on the bar, but the expedition advanced up the Cherimon River, captured the town of Brunei, destroyed several forts, and generally inflicted severe punishment, with a British loss of only 2 men killed and 7 wounded.

In 1865 the "Hazard" was broken up.

The thirteenth "HAZARD" is a 2-gun twin-screw gunboat, launched at Pem-



THE THIRTEENTH "HAZARD."

From the photograph by Ernest Hopkins.

broke in 1894. She is of 1070 tons, 3500 horse-power, and 19 knots speed. Her length, beam, and draught are 250 ft., 30 ft., and 9 ft.

In 1897 and 1898 the "Hazard," commanded by Lieutenant Price Vaughan Lewes, was engaged in the pacification of Crete. It had been decided by a council of Naval officers to collect a certain proportion of export duties and to expend the proceeds for the general benefit of the island. Orders were given therefore that the Custom House at Candia should be turned over to the British authorities. A desperate attack on a small force of sailors and soldiers by a fanatical, well-armed mob, occurred on September 6th, 1898. At the same time the British hospital and camp at the other end of the town were attacked. There were only 130 British troops in the town, and the Turkish troops did not assist as they should have done. The "Hazard" opened fire on the town with her 4.7's. In each case the defence was heroically maintained, and then the infuriated mob turned upon the native Christians, of whom it is believed nearly a thousand were massacred. The "Hazard" lost four seamen killed and several wounded; but the Queen marked her pleasure at the behaviour of the "Hazard" by promoting Lieutenant Lewes to Commander, and awarding the Victoria Cross and Distinguished Service Order to Surgeon W. J. Maillard and Lieutenant E. H. Nicholson respectively. A monument to the killed seamen has been placed in the Upper Barracca at Malta.

The "Hazard" eventually became a sea-going depot ship for submarine boats. On February 2nd, 1912 the "Hazard," while commanded by Lieutenant Charles J. C. Little, collided with the submerged submarine A3, which unfortunately sank with a loss of 14 lives.

HEARTY

HARTY

The Wars of the French Revolution and Empire—The bombardment and capture of Cuxhaven 1813-4.

The bombardment and capture of Glückstadt 1813-4.

HEARTY.—Proceeding from the heart, cordial, healthy, strong, having a keen appetite.

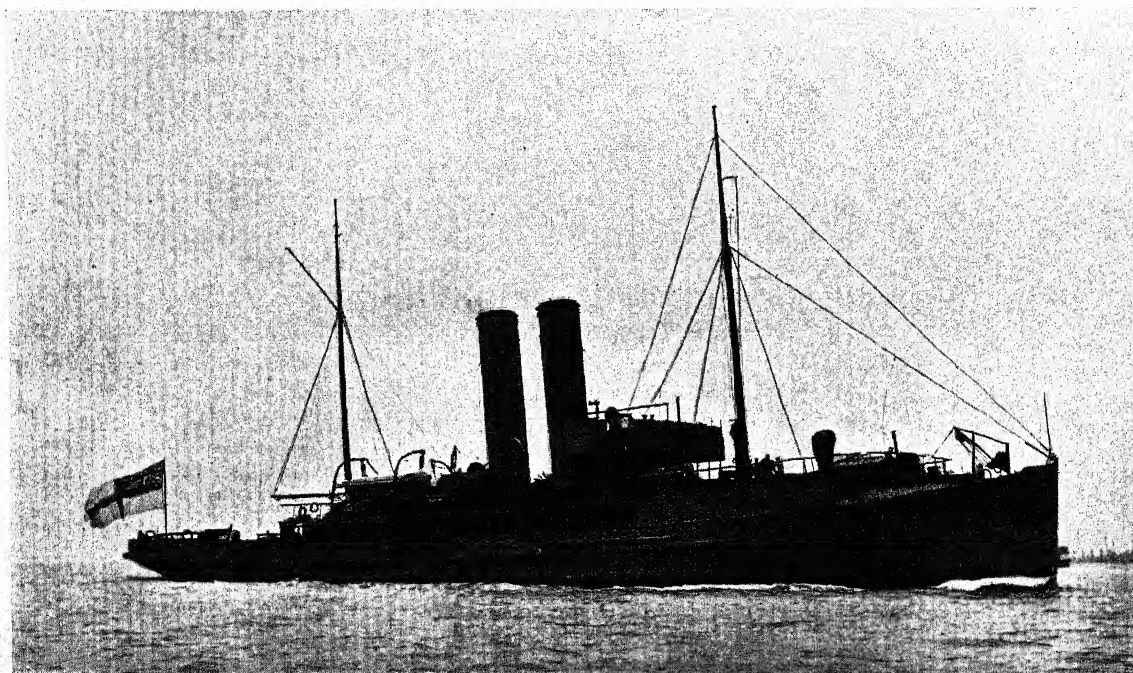
The first "HEARTY" was a 14-gun gunboat, launched at Frindsbury in 1797. She was of 168 tons, and carried a crew of 50 men. Her length, beam, and draught were 76 ft., 22 ft., and 6 ft.

This ship's name was apparently changed to "Hecate" before launching.

The second "HEARTY" was a 12-gun brig, launched at Ipswich in 1805. She was of 183 tons, and carried a crew of 50 men. Her length, beam, and draught were 85 ft., 22 ft., and 9 ft.

In 1813 and 1814 the "Hearty," commanded by Commander James Rose, was one of a fleet of 14 vessels commanded by Captain Arthur Farquhar in the "Désirée." On November 30th, 1813, they co-operated with a Russian squadron in the attack upon and capture of Cuxhaven from the French. They then proceeded to Glückstadt and assisted the Crown Prince of Sweden. After a six days' bombardment, the fortress capitulated on January 5th, 1814.

In 1816 the "Hearty" was sold.



THE FIFTH "HEARTY."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

The third "HEARTY" was a 10-gun brig sloop, launched at Chatham in 1824. She was of 228 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

In November 1827 the "Hearty," while commanded by Commander H. Jewry, was burned at sea and lost with all hands.

The fourth "HEARTY" was a small paddle vessel, purchased into the Navy in 1852. She was of 221 tons and 100 horse-power. Her length, beam, and draught were 112 ft., 20 ft., and 10 ft.

In 1876 the "Hearty" was broken up at Malta.

The fifth "HEARTY" is a twin-screw special-service vessel, launched at Dundee in 1885. She is of 1300 tons, 2100 horse-power, and 14 knots speed. Her length, beam, and draught are 212 ft., 30 ft., and 14 ft.

For some years this vessel was in the North Sea fishery fleet, but after some harbour service between Chatham and Sheerness she became a surveying vessel.

HEBE

HÈBÈ. HEBÈ. YOUNG HEBE

The Wars of the French Revolution and Empire—

Destruction of French convoy in Carteret Bay . . .	1795
Assisted to capture French "Vésuve" . . .	1795
Popham's expedition to Ostend . . .	1798
Lord Keith's expulsion of the French from Egypt . . .	1801
The blockade of the French coast . . .	1804-5

Action with French invasion flotilla off Boulogne . . .	1805
Gambier's bombardment of Copenhagen . . .	1807
The first China War—	
Blockade of the Canton River . . .	1840
Bombardment and capture of Chusan . . .	1840
The Chinese survey . . .	1840-42



HEBE.—In Greek mythology, a personification of the blooming freshness and youth of nature. The daughter of Jupiter and Juno, she was considered the most beautiful of the goddesses. According to the custom of the unmarried daughters of a family, Hebe acted as a sort of attendant and cupbearer to the gods. In later art she is often represented as caressing an eagle.

The first "HEBE" was a 40-gun frigate taken by the "Rainbow" from the French in 1782 off the Isle of Bas. She was of 1062 tons, and her length, beam, and draught were 150 ft., 40 ft., and 10 ft. She carried a crew of 280 men.

From the summer of 1785 to February 1786 Prince William Henry (afterwards His Majesty King William the Fourth) served in this frigate as third Lieutenant.

On May 9th, 1795, the "Hebe" was one of a squadron of five ships, commanded by Captain Sir Richard Strachan, in "Melampus." While at anchor off Jersey, they saw a French convoy running along the enemy's coast. They at once weighed and gave chase, drove the convoy into Carteret Bay, where the boats of the squadron attacked it, and captured or burned every vessel but one, with a loss of 2 killed and 17 wounded.

On July 3rd, 1795, the "Hebe," in company with the "Melampus," captured the French 4-gun brig "Vésuve" off St. Malo.

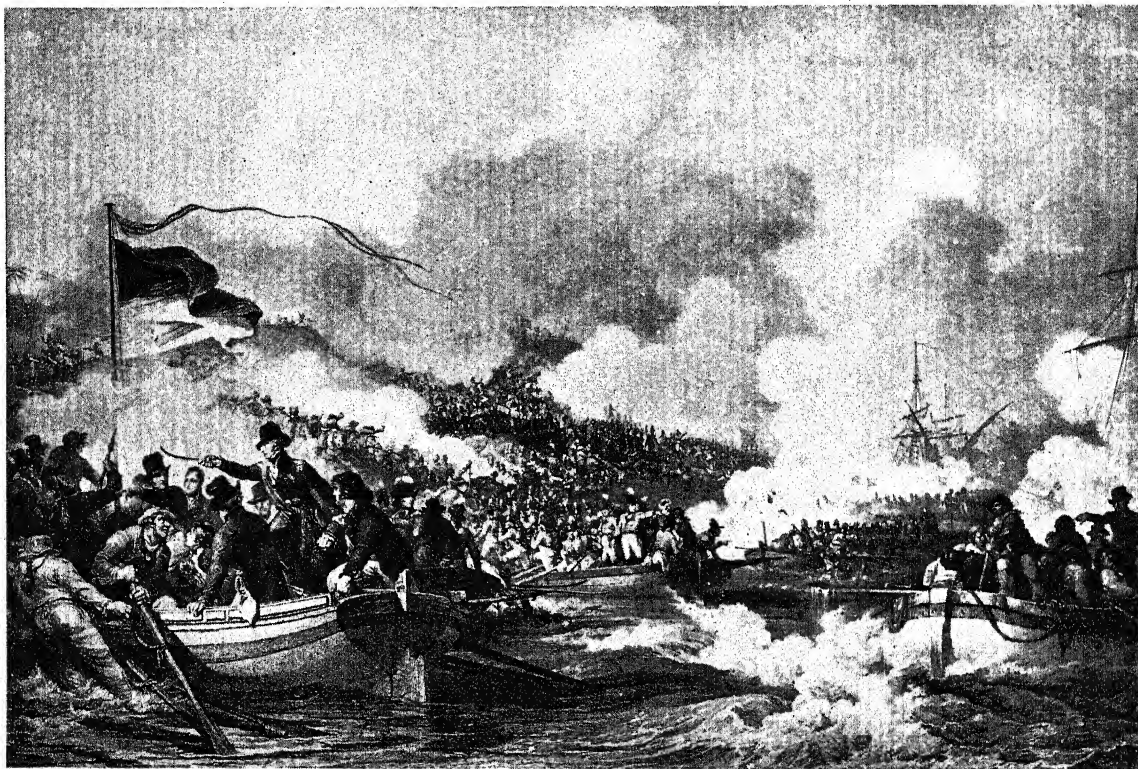
In 1798 the "Hebe," armed *en flûte* and commanded by Commander William Birchall, was one of a fleet of 25 small vessels commanded by Captain Home Riggs Popham in the "Expedition." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent the passage of troops which were intended for the invasion of England. A body of soldiers, commanded by General Sir Eyre Coote, accompanied the ships, and were safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been

THE KING'S SHIPS

HEBE

destroyed by the soldiers, but the weather being too bad to re-embark, the troops were overpowered and forced to capitulate with a loss of 65 killed and wounded.

In 1801 the "Hebe," armed *en flûte* and commanded by Commander George Reynolds, was in a combined British and Turkish fleet of 52 ships in all, commanded by Admiral Lord Keith with his flag in "Foudroyant." Transports carrying 16,150 troops, under General Sir Ralph Abercromby, accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, and 1000 British seamen also were put ashore to assist the military. The beach was seized and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels manoeuvred in Lake Aboukir, subsequently proceeding up the Nile and doing valuable service. In the subsequent operations the French capitulated and were expelled from Egypt, being



After P. J. de Loutherbourg, R.A. Engraved by L. Schiavonetti.

British Museum.

KEITH'S EXPULSION OF THE FRENCH FROM EGYPT.

conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were brought into the English Navy.

In 1804 the "Hebe" was renamed "Blonde."

The second "HEBE" was a 32-gun frigate, launched at Deptford in 1805. She was of 658 tons, and carried a crew of 215 men. Her length, beam, and draught were 127 ft., 34 ft., and 12 ft.

On June 18th, 1805, the "Hebe," commanded by Captain Macajah Malbon, was employed against the French invasion flotilla off Boulogne. She attacked some 49 French brigs and 64 luggers, and drove them back into Boulogne in great confusion.

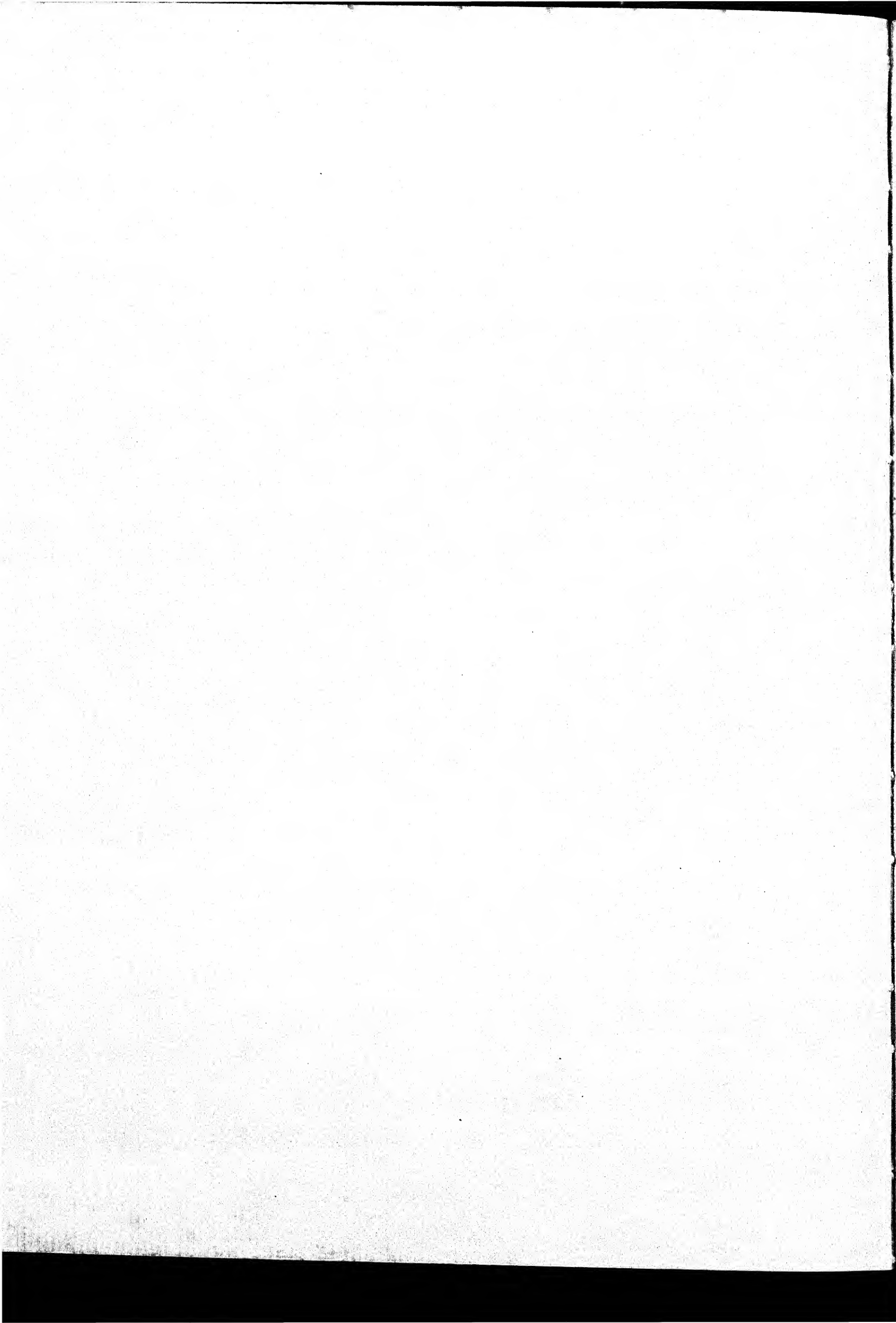
In 1807 the British government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly, a fleet of 65 vessels—of which the "Hebe," Commander Edward Ellicott, was one—under Admiral Gambier, with his flag in "Prince of Wales," was despatched against Denmark. They anchored about 4 miles from Copenhagen in August, and established a blockade. A large military force, under General Lord Cathcart, was landed, and at once laid siege to the city of Copenhagen. On the

OUR NAVAL OFFICERS
WITH KEPPEL IN THE "VICTORY"

Circa A.D. 1770-1780

OFF THE FRENCH COAST

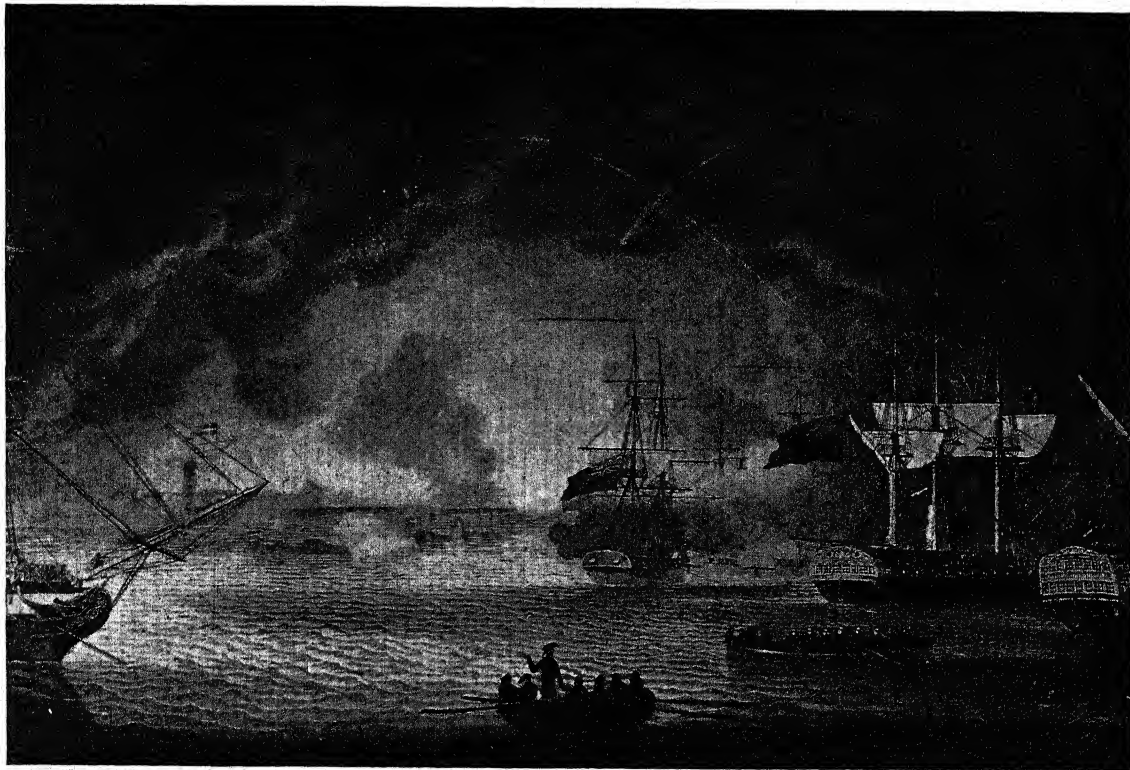




23rd a flotilla of bombs, mortar-boats, and gunbrigs attacked Copenhagen from seaward while the army got ready their batteries against the town. After much firing the Danes capitulated and surrendered their entire fleet of 70 vessels to the English. The big ships took no part in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet was voted the thanks of Parliament; Admiral Gambier was given a peerage, and Vice-Admiral Stanhope received a baronetcy.

In 1813 the "Hebe" was sold.

The third "HEBE" was a French 20-gun corvette. She was of 601 tons and carried a crew of 175 men. Her length, beam, and draught were 127 ft., 33 ft., and 10 ft.



Painted and engraved by R. Dodd.

GAMBIER'S BOMBARDMENT OF COPENHAGEN.

British Museum.

She was captured on January 5th, 1809, in the Bay of Biscay, by the "Loire," Captain Alexander Schomberg. The "Hebe" was added to the Navy, and her name was subsequently changed to "Ganymede."

The fourth "HEBE" was a 38-gun frigate, launched at Woolwich in 1826. She was of 1063 tons, and carried a crew of 315 men. Her length, beam, and draught were 150 ft., 40 ft., and 10 ft.

For some years the "Hebe" was receiving ship at Woolwich, and during 1872-3 she was broken up at Chatham.

The fifth "HEBE" was an armed schooner known as the "Young Hebe." She was of 45 tons, and carried a crew of 16 men.

From 1839 to 1842 the "Young Hebe," commanded firstly by Mate Richard Robert Quin, and secondly by Mate C. E. Hodgkinson, took some part in the China War.

In June 1840 the "Young Hebe," commanded by Mate C. E. Hodgkinson, was one of a squadron of 6 men-of-war, 2 H.E.I. Co.'s ships, and 26 transports, with 3600 troops under Captain Sir James Bremer, which established a blockade of the Canton River, in view of the way

THE KING'S SHIPS

HEBE

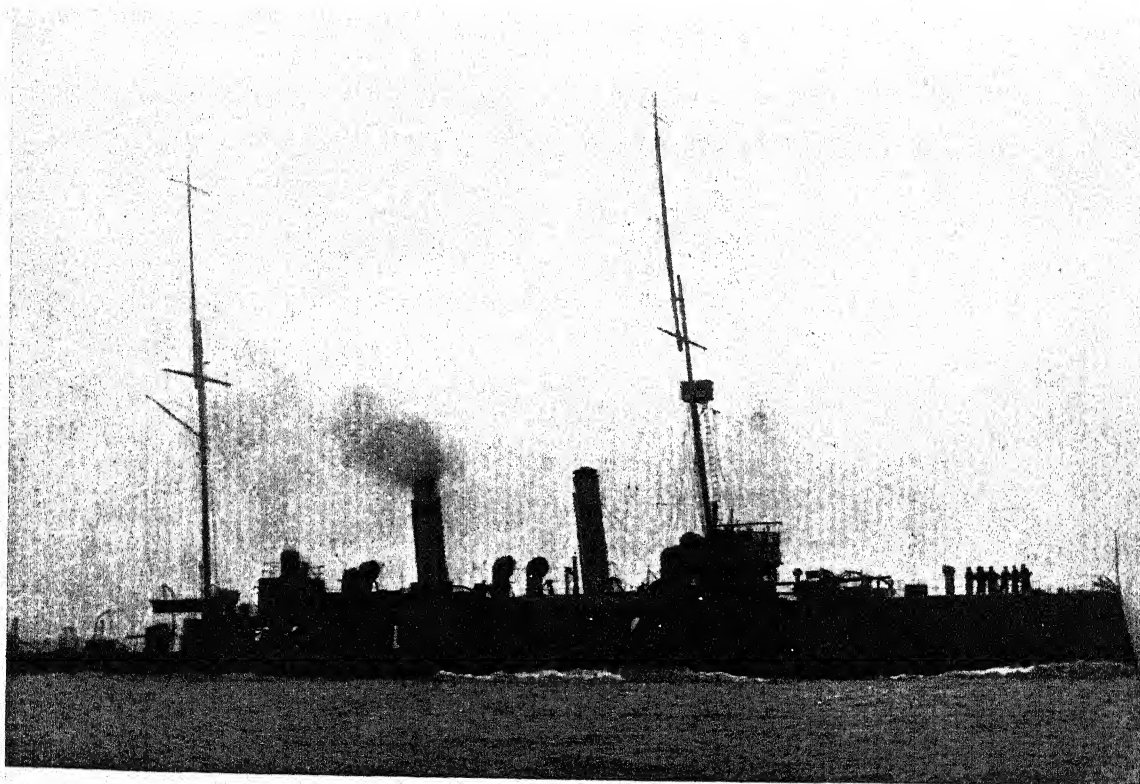
in which the British flag had been insulted, and the Indian opium traffic interfered with by the Chinese. On July 5th the fleet silenced the forts at Chusan, drove ashore many junks, and took possession of the town. The commanding officer of the "Young Hebe" was commended in Sir James Bremer's despatch.

The "Young Hebe" was subsequently engaged in the survey of the China coast from Chusan to Hong-Kong.

The sixth "HEBE" was a 22-ton sailing vessel, purchased for special service at Bermuda. Her length, beam, and draught were 42 ft., 12 ft., and 5 ft.

The seventh "HEBE" is a 2-gun twin-screw gunboat, launched at Sheerness in 1892. She is of 810 tons, 2500 horse-power, and 19 knots speed. Her length, beam, and draught are 230 ft., 27 ft., and 9 ft.

This vessel eventually became a seagoing tender for submarines.



THE SEVENTH "HEBE."

From the photograph by O. G. Coates.

HECLA

The Wars of the French Revolution and Empire—

Popham's expedition to Ostend	1798
Nelson's bombardment of Copenhagen	1801

The bombardment of Algiers	1816
Parry's first voyage of Arctic exploration	1819-20
Parry's second voyage of Arctic exploration	1821-3
Parry's third voyage of Arctic exploration	1824-5
Parry's fourth voyage of Arctic exploration	1827-8
The West African survey	1829

The Russian War—

A preliminary survey	1854
The Baltic expedition	1854
Forced passage of Terverminne Channel	1854

Operations at Ekenaes, Hango Head, and

Bomarsund	1854
The live shell	1854
The bombardment and capture of Bomarsund	1854

The Egyptian War—

The bombardment and occupation of Alexandria	1882
Reduction of coastal defences	1882
Operations at Mariout and Mehallet Junction	1882
The battle of El Teb	1884
The broken sword	1884
The relief of Sinkat	1884
The battle of Tamai	1884
The defence of Suakin	1883-4



HECLA.—A volcanic mountain in the south of Iceland, 5100 ft. high. It forms three peaks, and contains numerous craters, the largest of which is about 100 ft. deep. There have been forty-three recorded eruptions of this volcano. The last and most notable began in September 1845, and lasted six months. Stones of an enormous size were ejected, and the ashes were borne as far as the Orkney Islands, a distance of 400 miles.

The first "*HECLA*" was a 12-gun bomb vessel, purchased in 1797. She was of 300 tons, and carried a crew of 67 men. Her length, beam, and draught were 93 ft., 27 ft., and 11 ft.

In 1798 the "*Hecla*," commanded by Commander James Oughton, was one of a fleet of 25 vessels under Captain Home Riggs Popham in "*Expedition*." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent the passage of troops which were intended for the invasion of England. A body of soldiers, under General Sir Eyre Coote, accompanied the ships and were safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries and the "*Hecla*" shelled the town. The French replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed by the soldiers, but the weather being too bad to re-embark, the troops were overpowered and forced to capitulate with a loss of 65 killed and wounded.

In 1801 the "*Hecla*," commanded by Commander Richard Hatherill, and acting as a bomb vessel, was in a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gunbrigs, commanded by Vice-Admiral Lord Nelson with his flag in "*Elephant*," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Öre Sound on March 30th, and after encountering various navigational difficulties, anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war and armed hulks, and floating batteries, moored in a 1½ mile line opposite the town. Two British men-of-war ran aground, and the six brigs were unable to get into action owing to tide. The action began at 10 A.M. and was general at 11.30. The bombs anchored in a cluster outside the British line and threw shells into the town. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief, 4 miles away, to discontinue the action. By 3.30 P.M. letters were exchanged under flags of truce, and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven ashore, or otherwise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. The Danes mounted 696 guns on this occasion against the British 1014 guns and cannonades. Lord Nelson was elevated to the dignity of a viscount for this victory.

In 1813 the "*Hecla*" was broken up.

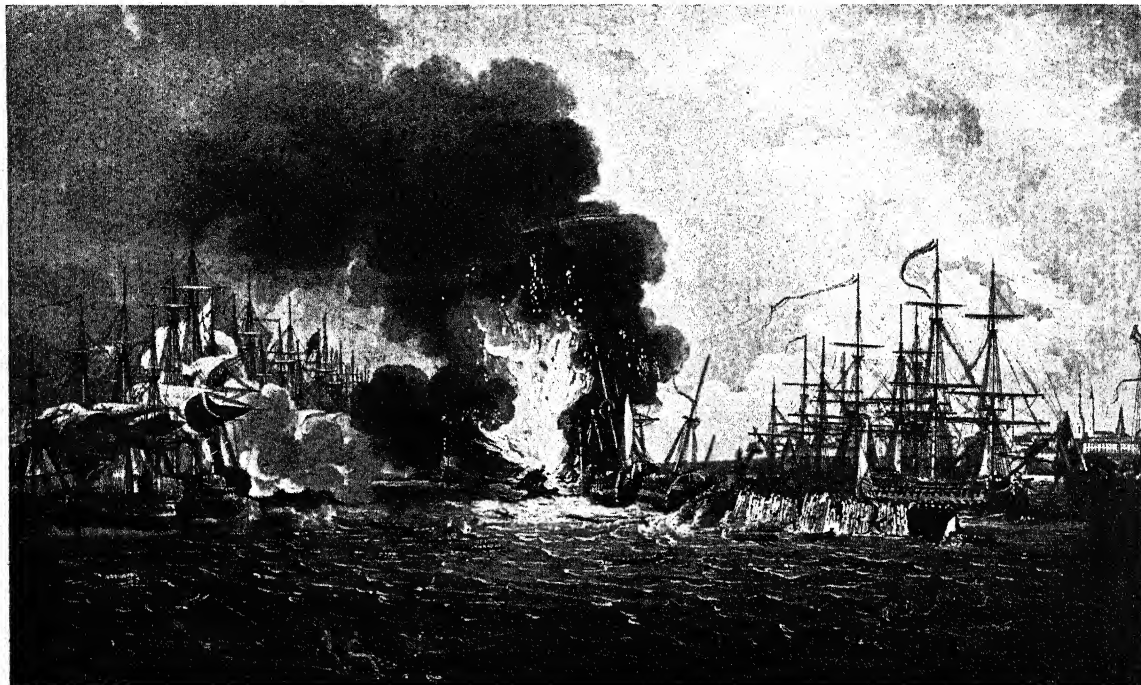
THE KING'S SHIPS

HECLA

The second "HECLA" was a 4-gun bomb vessel, launched at North Barton in 1815. She was of 375 tons, and carried a crew of 67 men. Her length, beam, and draught were 105 ft., 29 ft., and 10 ft.

On August 14th, 1816, the "Hecla," commanded by Commander William Popham, was one of a combined Anglo-Dutch fleet of about 36 vessels, proceeding from Gibraltar to bombard Algiers under Admiral Lord Exmouth with his flag in "Queen Charlotte."

The Dey was called upon to release Christian slaves, to refund certain monies which had been paid for the freeing of slaves, and to liberate the imprisoned British Consul. The Dey did not comply, whereupon the fleet stood into the bay, and anchored on August 27th at 2.30 P.M. The bombardment, which was of a very fierce character, was at once begun, and by 7 P.M. the town, arsenal, and storehouses and vessels within the Mole were burning briskly. The Moorish



*After J. T. Serres.
Engraved by P. W. Tomkins.*

NELSON'S ATTACK ON COPENHAGEN.

British Museum.

guns to the number of 1000 replied with vigour, and at 10 P.M., the Moorish fire having been practically silenced, the British fleet cut their cables, and stood out into the Bay beyond reach of the forts. On the following morning preparations were made to renew the bombardment, but the Dey at once acceded to the terms. Ten hundred and eighty-three Christian slaves were freed, ransoms were restored, and an indemnity of 3000 dollars, together with an apology, were tendered to the Consul. The Moors lost between 4000 and 7000 killed and wounded. The British lost 128 killed and 690 wounded, to which the "Hecla" did not contribute. Lord Exmouth was elevated to the dignity of Viscount Exmouth, and many other rewards and honours were distributed.

In 1819 the "Hecla," commanded by Lieutenant William Edward Parry, set forth on Parry's first voyage of discovery, to endeavour to find a passage from Lancaster Sound to the Pacific. Several useful discoveries were made, and the "Hecla" returned to England in the autumn of 1820, having spent the winter in the Arctic ice.

In 1821 the "Hecla," commanded by Lieutenant George Francis Lyon, set forth on Parry's second voyage of discovery, Commander Parry leading the expedition in the "Fury." They discovered an outlet leading to the westward to the north of Hudson's Bay, spent two winters in the ice, and returned in 1823.

In 1824 the "Hecla," commanded by Captain William Edward Parry, with the "Fury" in company, set forth on Parry's third voyage of discovery to complete the discovery of the

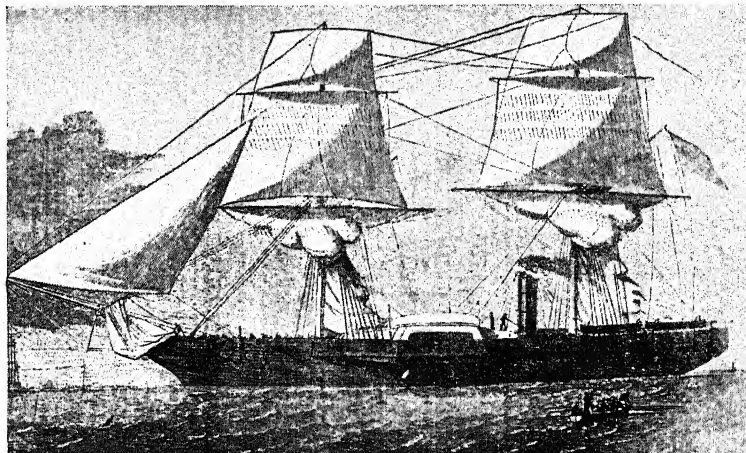
northern shore of America. The "Fury" became a wreck, and the "Hecla" returned to England in 1825.

In 1827 the "Hecla," commanded by Captain Sir Edward Parry, set forth on Parry's fourth voyage of discovery, which was an attempt to reach the North Pole from Spitzbergen. With much difficulty hereached a latitude of $82^{\circ} 45'$, which for the next fifty years continued to be the most northerly point ever attained by man. But the ice-floes were drifting southward as fast as the explorers with all their efforts could make their way northwards, and they returned home in 1828.

In 1829 the "Hecla," commanded by Commander Thomas Boteler, was employed on the survey of the West African coast, Commander Boteler dying at his work.

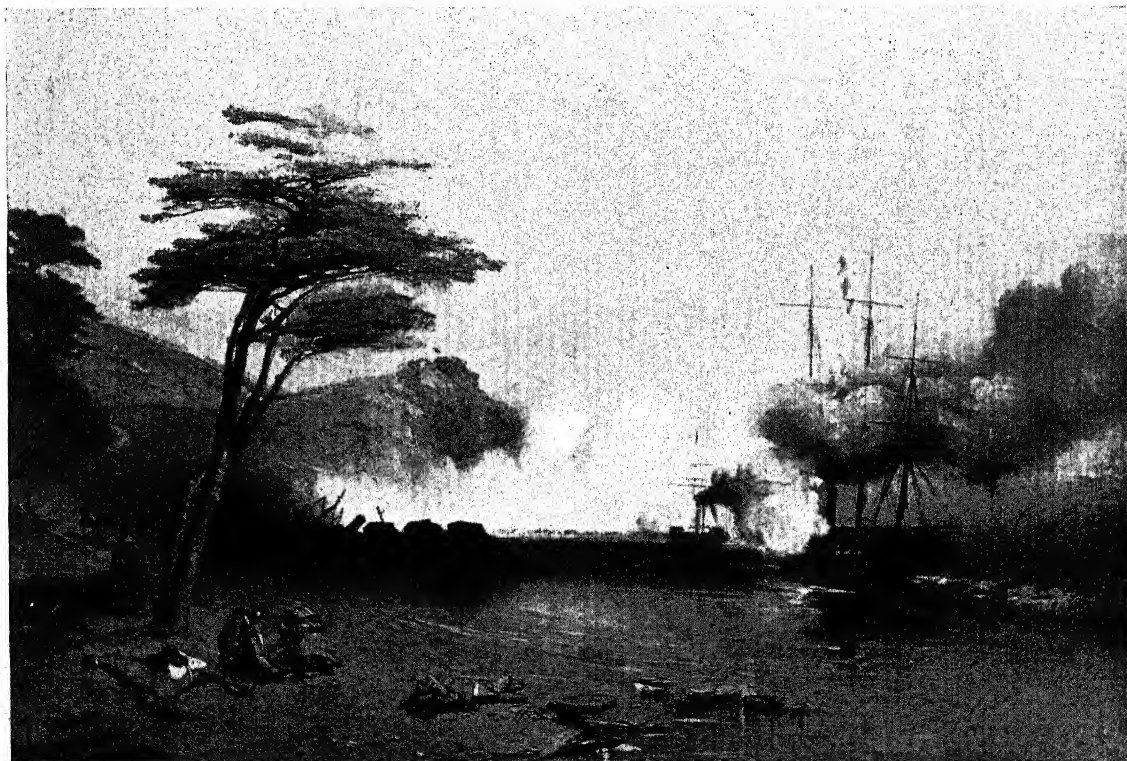
In April 1831 the "Hecla" was sold to Sir E. Banks for £1990.

The third "HECLA" was a 6-gun paddle ship, launched at Chatham in 1839. She was of 817 tons, 240 horse-power, and carried a crew of 135 men. Her length, beam, and draught were 165 ft., 33 ft., and 8 ft.



From a contemporary "Illustrated London News."

THE THIRD "HECLA."



After O. W. Brierly, R.A. Lithographed by R. Carrick.

Rear-Admiral A. H. W. Battiscombe.

"HECLA" AND "ARROGANT" AT EKENAES.

THE KING'S SHIPS

HECLA

On February 19th, 1854, the "Hecla," commanded by Captain William Hutcheon Hall, sailed for the Baltic from Hull, with the masters of a big fleet which was to follow. She picked up a mass of useful information, and then returned to England.



Lithographed by E. T. Dolby.

T. H. Parker, Brothers.

SWEDISH VISITORS ON BOARD THE "HECLA," AFTER EKENAES.

A fleet of 15 steam vessels then sailed for the Baltic under Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington," war with Russia being imminent.

On May 19th the "Hecla," in company with the "Arrogant," forced a passage of the Terverminne Channel, and dismounted three guns, in spite of the fact that the "Arrogant" grounded for a few hours. They then proceeded to Ekenaes, and cut out a large merchantman with a valuable cargo. In this affair the ships lost 2 killed and 9 wounded, to which the

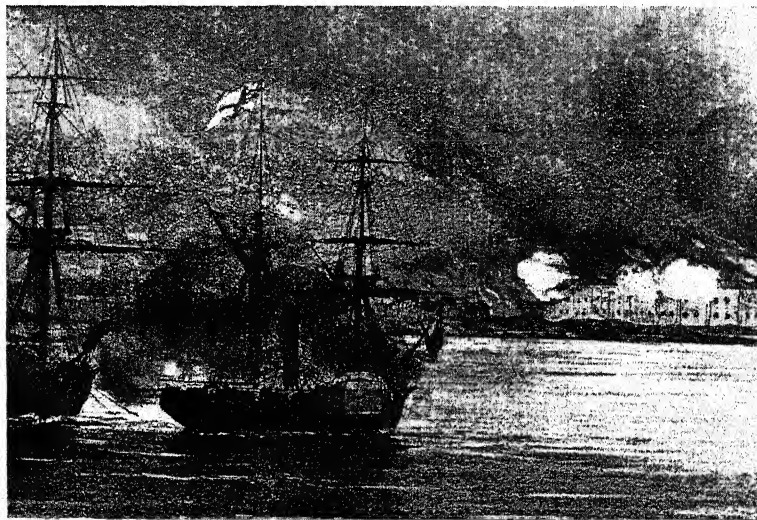
"Hecla" contributed 5 wounded, which included Captain William Hall and 1 lieutenant.

On May 22nd the "Hecla" had a small engagement with an 11-gun fort near Hango Head.

On June 21st the "Hecla" and two other ships shelled the main fort of Bomarsund.

On this day Mate Charles David Lucas, of the "Hecla," flung overboard a live shell that fell on board. He was promoted to lieutenant and was given the Victoria Cross.

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army, reinforced by 2000 French marines, was landed, while two small ships destroyed an inconvenient 7-gun battery. On the 10th seven naval guns were landed, dragged $4\frac{1}{2}$ miles over execrable ground, and took up a position on the flank of the town. On the following day more guns were landed from the fleet,



Lithographed by W. Browne.

T. H. Parker, Brothers.

THE THIRD "HECLA" AT BOMARSUND.

and on the 16th a combined attack by the Anglo-French forces was begun, the fleet assisting with 10 guns. The "Hecla" went to the assistance of the "Penelope" which had run aground and was in difficulties, and suffered somewhat in the work of rescue. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and fifty-five prisoners were taken, and Bomarsund was reduced and destroyed after Sweden had refused to accept it.

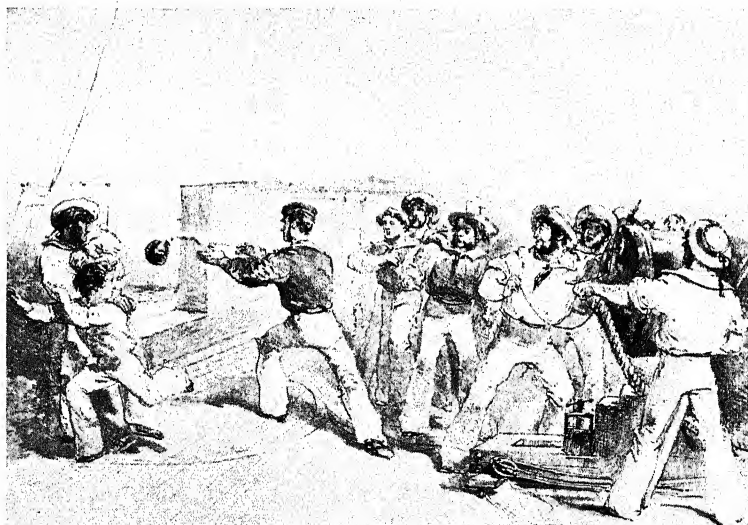
THE KING'S SHIPS

The British forces soon afterwards withdrew from the Baltic. In 1863 the "Hecla" was sold for £2550.

The fourth "HECLA" is a screw 5-gun torpedo-depot ship, launched at Belfast on March 7th, 1878. Originally known as "British Crown," she was purchased into the Navy from the British Shipowners Company, Limited. She is of 6400 tons, 1760 horse-power, and 12 knots speed. Her length, beam, and draught are 392 ft., 39 ft., and 24 ft.

The launching of this vessel is of especial interest to the author, as his mother performed the ceremony.

In 1882 the "Hecla," commanded by Captain Arthur K. Wilson, took part in the Egyptian War. On July 11th the "Hecla" was present at the bombardment of Alexandria, and generally assisted by supplying ammunition to the firing ships. At 7 A.M. the "Alexandra" fired the first shot of the bombardment. Owing to the flagship's draught of water Admiral Sir Beauchamp Seymour temporarily hoisted his flag in "Invincible." All ships were cleared for action with topgallant masts struck and bowsprits rigged in. By 7.10 A.M. all ships were engaged, and such forts as could bring their guns to bear replied with vigour. By 5 P.M. all guns ashore ceased firing and the fleet stopped bombarding at 5.30 P.M. The British casualties were 5 killed and 28 wounded. The Egyptian loss has never been properly ascertained, but it is believed to have been about 150 killed and 400 wounded out of the 2000 men engaged in the forts. The small gunboats attacked Fort Marabout, anchoring so close in that the enemy's



Lithographed by E. T. Dolby.

T. H. Parker, Brothers.

LUCAS EARNS THE V.C.

guns could not be sufficiently depressed to reach them. Although the Governor refused to surrender, the town was found to be abandoned on the following day, and it was at once occupied by the crews of the 14 ships which had taken part in the bombardment.

The "Hecla" then proceeded along the coast, starting from Mex, where Captain Wilson landed and destroyed about 100 guns in the seaward defences.

On August 4th Captain Wilson boarded the armoured train which was commanded by Captain John Fisher of the "Inflexible," and with one of his Armstrong 40-pound breech-loaders steamed into Mex lines. There the gun was employed with extraordinary success against the Mariout earthworks distant about 6000 yards.

On August 5th the "Hecla" contributed to a Naval Brigade which left Alexandria in the armoured train commanded by Captain John Fisher. The marines were detrained about 800 yards from Mehallet Junction and, assisted by the "Hecla's" 40-pounder gun, quickly dislodged the enemy. During the evening the brigade was exposed to a galling fire, but the marines behaved with great gallantry and bore the brunt of the attack. The casualties in this affair were 1 marine killed and 12 wounded, 1 seaman killed and 4 wounded.

The brigade were then recalled to their ships.

On August 12th a party from the "Hecla" distinguished itself by destroying a quantity of gun cotton while exposed, during some minutes, to a smart fire from the enemy.

In February 1884 the "Hecla" contributed to a Naval Brigade which accompanied the army, under General Sir Gerald Graham, from Trinik at in its march inland. Rear-Admiral Sir William Hewett, who flew his flag in "Euryalus," accompanied General Graham. The

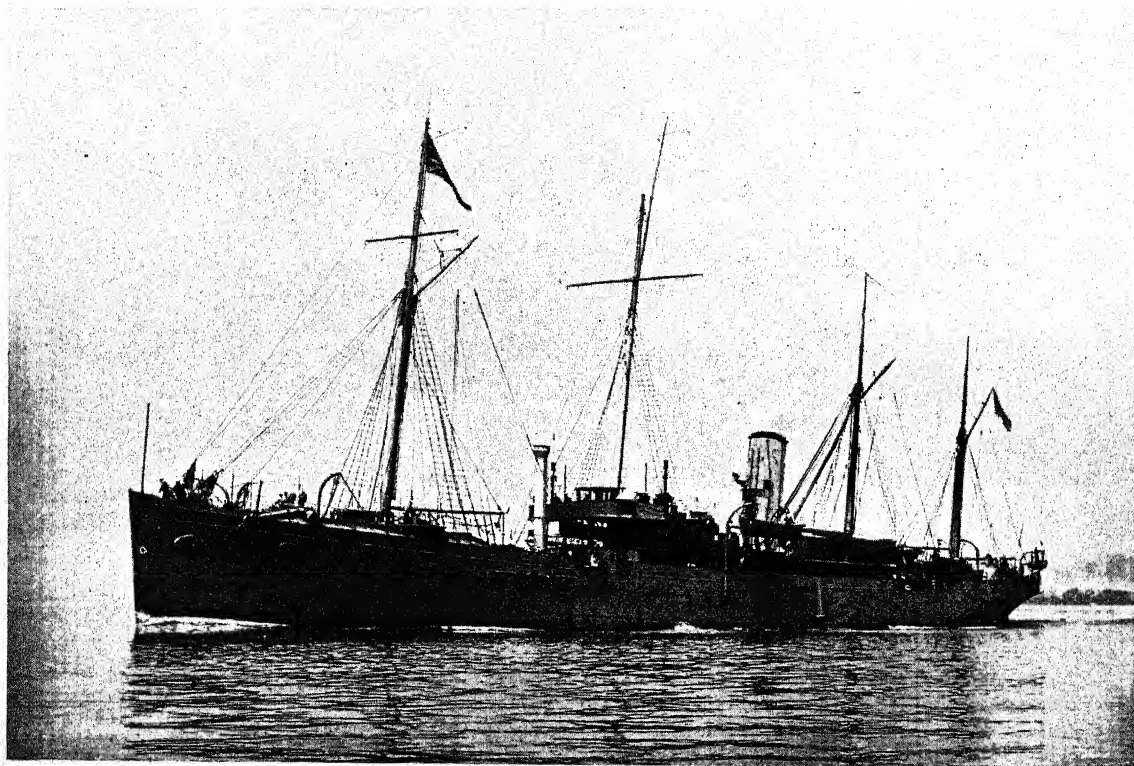
THE KING'S SHIPS

HECLA

brigade took part in the battle of El Teb, distinguishing itself greatly. The village of El Teb was captured, and the Arabs fled, after having suffered a loss of 1500 killed. At one time the Arabs made a dash upon a corner of the square. Captain Wilson of the "Hecla" rushed to the front, endeavouring specially to protect a marine who was hard pressed, and was at once surrounded by five or six Arabs, who engaged him in personal combat. Captain Wilson's sword broke off short, but he continued to fight with his fists and sword hilt until some men of the York and Lancaster regiment intervened with their bayonets. Captain Wilson received a scalp wound, but was able to remain with the advance, and received the Victoria Cross for his gallantry in preventing the square from being broken. After the battle of El Teb, Sir Gerald Graham issued a general order, in which he especially thanked the Naval Brigade for their cheerful endurance during the severe work of dragging the guns over difficult country, and for their ready gallantry and steadiness under fire.

On March 11th the Naval Brigade advanced from Suakin with the troops for the dispersal of the Arabs, who were beleaguering Sinkat. On March 12th the troops took part in the battle of Tamai. The Naval Brigade charged the Arabs, were cut off and surrounded, suffered many casualties, and lost their guns. Order was at length restored, and advancing again, the Naval Brigade had the satisfaction of regaining all their guns. By this time the Arabs had had enough of fighting, and retired after suffering a loss of 2000 killed. The total British loss was 109 killed and 104 wounded, to which the Naval Brigade contributed 3 officers and 7 men killed, and 1 officer and 6 seamen wounded. Among the wounded was Lieutenant Crawford Conybeare, of the "Hecla." On the 28th the forces re-entered Suakin.

For many years the "Hecla" acted as a sea-going depot ship for destroyers.



THE FOURTH "HECLA."

From the photograph by Ernest Hopkins.

HERCULES

HERCULE

The Campaign of the Spanish Armada—	
Minor part	1588
Mansell's expedition to the Mediterranean	
	1620
The second English Civil War—	
Action with the Royalist ships	1650
The blockade of Lisbon	1650
The Seven Years' War—	
Hawke's action with De Conflans in Quiberon Bay	1759
Action with French "Souverain"	1759

The War of American Independence—	
The battle of Dominica	1782
"What a charming thing's a battle!"	1782
The Wars of the French Revolution and Empire—	
The blockade of San Domingo	1803
Action with French "Poursuivante"	1803
The capture of the French "Clorinde"	1803
Operations at Curaçoa	1804
Gambier's bombardment of Copenhagen . . .	1807
The Fenian disturbances	
	1866



HERCULES (Hercule).—Hercules, the beloved son of Zeus by Alcmena, was among the Greeks the best type of manly strength and endurance. By the craft of Hera his birth was delayed and that of Eurystheus hastened, Zeus having sworn that the elder of the two should rule the realms of Perseus. Hera sent two serpents to destroy the new-born Hercules, but he strangled them. Having married Megara, he killed his children in a frenzy. After purification he was sent by the oracle of Delphi to serve Eurystheus, at whose command he performed the following labours to clear his conscience :—

1. Wrestling with the Nemean Lion. 2. Destruction of the Lernean Hydra. 3. Capture of the Arcadian stag. 4. Capture of the Erymanthian boar and fight with the Centaurs. 5. Cleansing of the stables of Augeas. 6. Shooting the Stymphalian birds. 7. Capture of the Cretan bull. 8. Capture of the man-eating mares of the Thracian Diomedes. 9. Seizure of the girdle of Hippolyta, Queen of the Amazons. 10. Bringing the oxen of Geryones from Erythia in the far West. 11. Bringing the golden apples from the Garden of the Hesperides. 12. Carrying Cerberus from Hades to the upper world. After various other adventures, he finally mounted a pyre on Mount Eta, mad with pain from wearing a tunic dipped in the blood of Nessus which was given to him by his wife Dejanaira in ignorance of its deadly qualities, and he was burned by Pæas, whom he rewarded with the gift of his bow and arrows.

The first "HERCULES" was a ship of 300 tons fitted out and paid by the city of London for the campaign of the Spanish Armada.

In 1588, commanded by Captain G. Barne and with a crew of 120 men, the "Hercules" played a minor part in the defeat of the Spaniards. She was armed with minions, falcons, and fowlers, and served to the westward under Sir Francis Drake.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

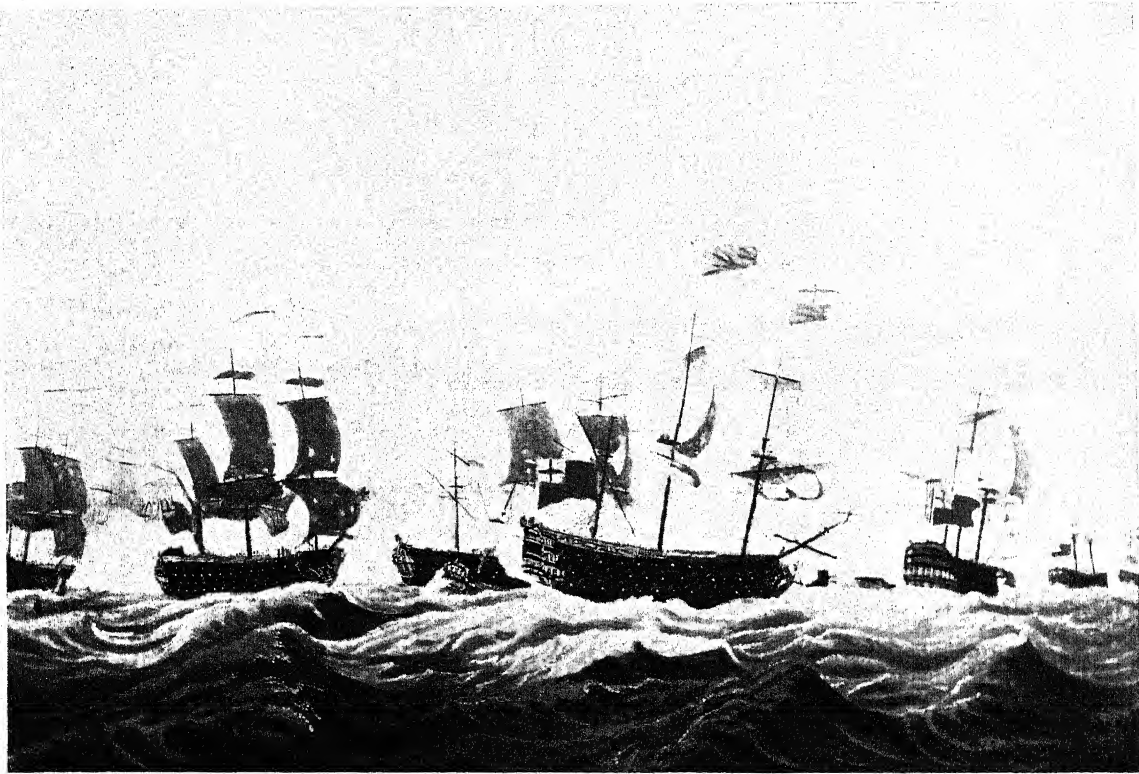
THE ARMADA OFF THE LIZARD.

THE KING'S SHIPS

HERCULES

On October 22nd, 1620, a ship which possibly may be the same "Hercules," as the tonnage is the same, commanded by Captain Eusaby Cave, sailed from Plymouth in a fleet of 6 men-of-war and 12 armed merchantmen under Admiral Sir Robert Mansell with his flag in "Lion." They proceeded to the Mediterranean to repress piracy on account of news reaching England that the Newfoundland fishing fleet, while homeward bound, had been attacked by 30 "Turkish" frigates, who had destroyed 7 of their number. In May 1621 the "Hercules," assisted by the "Bonaventure," sank a pirate ship off Algiers. But the whole expedition was a failure due to the inertness of the Admiral, and the fleet returned to England in the middle of 1621.

In 1650 a ship, which appears to be the same "Hercules," was one of a squadron of 4 men-of-war and 4 armed merchantmen, commanded by Edward Popham, "Admiral and



After F. Swaine. Engraved by P. Benassech.

BATTLE OF QUIBERON BAY.

T. H. Parker, Brothers.

General," with his flag in "Andrew." They sailed on May 14th and joined "Admiral and General" Robert Blake off Lisbon on May 26th. Blake at that time was blockading Lisbon, inside of which was Prince Rupert with a number of Royalist ships which had seceded from Parliament. On July 25th they had a brush with Rupert, who came out and cut some capers, and again on September 7th. On September 14th the Brazil fleet hove in sight and seven ships were taken or destroyed. Popham then returned to England with his squadron, and Prince Rupert with the Royalist ships escaped into the Mediterranean.

On December 1st, 1652, the "Hercules," while coming round from a western port to join a British fleet off Dover, fell in with the Dutch fleet and was captured.

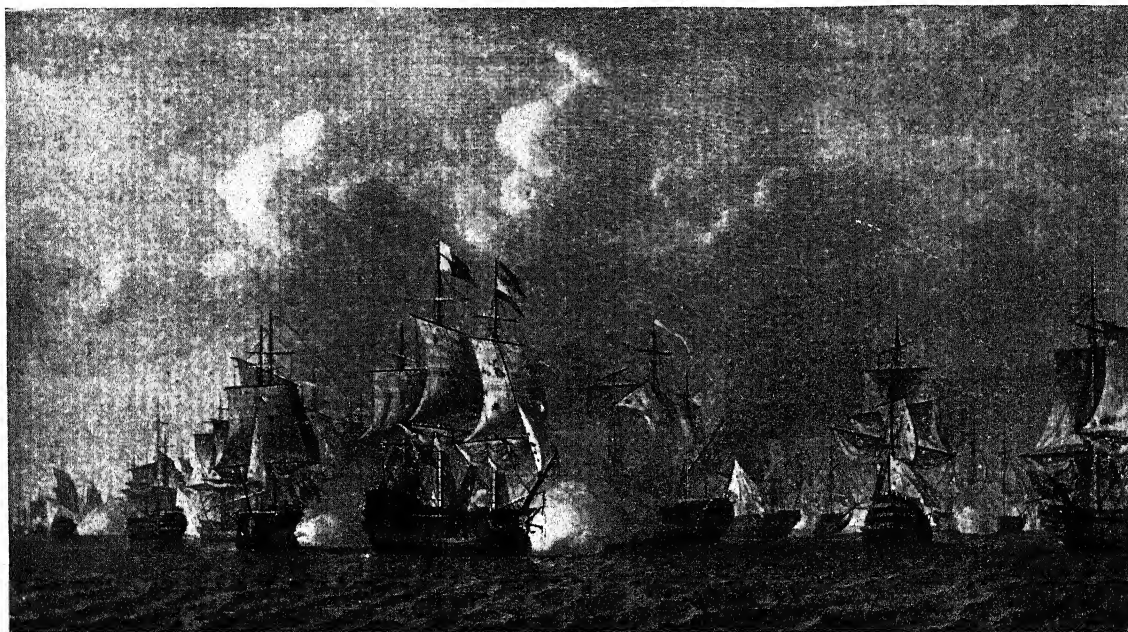
The second "HERCULES" was a French Indiaman mounting 30 guns, which was captured in 1744 in the Straits of Banca, by a small squadron commanded by Commodore Curtis Barnet with his broad pennant in "Deptford."

The third "HERCULES" was a French 18-gun privateer, captured in the Bay of Biscay in 1746 by the "Sheerness."

The fourth "HERCULES" was a 74-gun ship, launched at Deptford in 1759.

She was of 1608 tons, and carried a crew of 600 men. Her length, beam, and draught were 166 ft., 47 ft., and 20 ft.

In 1759 the "Hercules," commanded by Captain William Fortescue, took part in Vice-Admiral Sir Edward Hawke's victory over the French in Quiberon Bay on November 20th. The English fleet consisted of 33 ships, under Hawke with his flag in "Royal George." The French fleet consisted of 25 ships, under Vice-Admiral De Conflans with his flag in "Soleil Royal." The French were sighted off Quiberon Bay at 8.30 A.M. on November 20th, and the English at once chased. At 2 P.M. the engagement opened by the French rear firing on the English van as they came up and overlapped. At 4 P.M. the "Formidable," the French Rear-Admiral's ship, struck after having lost the Rear-Admiral and 200 others killed. Two French ships foundered at 5 P.M. through fighting their lower-deck guns in bad weather; in one case alone 780 lives were lost out of 800. Another French ship struck at 5.30 P.M.



After N. Pocock. Engraved by F. Chesham.

BATTLE OF DOMINICA.

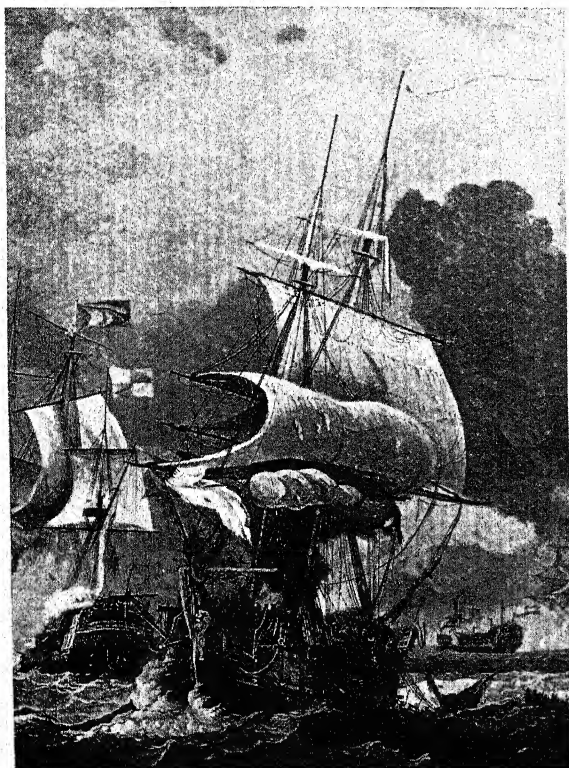
T. H. Parker, Brothers.

The English ships were in a position of great danger; they were on a lee shore with a gale of wind behind them, so they anchored at nightfall. On the following morning the "Resolution" was seen to be on shore, wrecked and lost. The "Soleil Royal," the French flagship, in the confusion had anchored in the middle of the English fleet, but she promptly cut her cables. The "Essex" started in pursuit of her, but in their haste both ships ran ashore and were lost. Some of the French ships, by taking advantage of the flood tide, managed to get into the Vilaine River, and were never able to get out again. The British loss was only 50 killed and 250 wounded. Sir Edward Hawke was rewarded with a pension of £2000 a year, and three post-captains were given the honour of appointments as Colonel of Marines.

On October 10th, 1759, the "Hercules," commanded by Captain Henry Porter, met off the Canaries and engaged for some little time the French 74-gun ship "Souverain." A running fight ensued, but the "Hercules," having had the misfortune to lose her maintopmast, dropped astern, and abandoned the contest.

In April 1782 the "Hercules," commanded by Captain Henry Savage, was one of a fleet of 36 ships of the line under Admiral Sir George Rodney, who flew his flag in "Formidable." They met in the West Indies between Dominica and Guadeloupe a French fleet of 30 ships of the line, commanded by Vice-Admiral Comte de Grasse with his flag in "Ville de Paris." The fleets first met on April 9th and De Grasse at once detached his convoy into Guadeloupe. Two actions took place on this day, one lasting an hour, the other an hour and a half. The English received some injuries and lay to that night for repairs. The French fled

and the English pursued during the three following days. The fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 o'clock the action was general, and the English ships broke the French line in three different places. Captain Savage directed that two ensigns were to be flown; one nailed to the staff, the other at the peak. He would not permit any general firing until the "Hercules" was abreast the French flagship, when he opened with a full broadside at 50 yards, every gun double shotted. Captain Savage, who was suffering from gout, sat on deck in an arm-chair, waving his hat, and calling out uncomplimentary epithets at the enemy; and the story is told that during the heat of the action, and when alongside a big French ship, he jumped upon an arm-chest on the quarter-deck, and cheered his men by singing to them a song by Bickerstaffe entitled "What a charming thing's a battle!":



After T. Whitcombe.
Engraved by T. Sutherland.

T. H. Parker, Brothers.

THE SIXTH "HERCULES" AT CAMPERDOWN.

What a charming thing's a battle!
 Trumpets sounding, drums a-beating;
 Crack, crick, crack, the cannons rattle;
 Every heart with joy elating!
 With what pleasure are we spying,
 From the front and from the rear,
 Round us, in the smoky air,
 Heads, and limbs, and bullets flying;
 Then, the groans of soldiers dying,
 Just like sparrows, as it were,
 At each pop
 Hundreds drop,
 While the muskets prittle-prattle;
 Killed and wounded
 Lie confounded;
 What a charming thing's a battle!
 But the pleasant joke of all
 Is when to close attack we fall,
 Like mad bulls each other butting,
 Shooting, stabbing, maiming, cutting;
 Horse and foot,
 All go to't;
 Kill's the word, both men and cattle;
 Then to plunder,
 Blood and thunder,
 What a charming thing's a battle!

The men fired as fast as the guns could be loaded and run out, using rammers that had been specially devised for rapid loading by their eccentric captain. Her side, said an officer from another ship, "was a constant blaze."

The action was brought to a conclusion at 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's action in not following up the victory by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that twenty French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but it must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost 5 captured, and 3 crippled ships were despatched to seek safety in friendly harbours. On April 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured four French ships, two of which were looking for a harbour of refuge. The "Hercules" lost 7 killed and 19 wounded. Sir George Rodney was created a peer for this victory with £2000 a year settled on the title in perpetuity. Captain Savage was among the wounded, and as he was taken to the cockpit he directed his officers "to aim the guns between wind and water and sink the d—d rascals."

In 1784 the "Hercules" was sold for £1300.

The fifth "HERCULES" was a 24-gun Dutch privateer with a crew of 164 men, captured by the "Artois" in the North Sea on December 3rd, 1781.

The sixth "HERCULES" was a Dutch 64-gun ship compelled to strike, and captured by the "Bedford," Captain Sir Thomas Byard, at the battle of Camperdown on October 11th, 1797. She was of 1266 tons and carried a crew of 450 men. Her length, beam, and draught were 157 ft., 43 ft., and 17 ft.

The "Hercules" caught fire, and although the flames were promptly extinguished, the danger was at one moment so great that she had to throw all her powder overboard. In the meantime she had lost her mizzenmast, and, having no means of defence, she struck.

This vessel was added to the Navy, but her name was subsequently changed to "Delft." In 1822 she was sunk at Harwich as a breakwater.

The seventh "HERCULES" was a French 74-gun ship, captured as the "Hercule"



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

THE SEVENTH "HERCULES" CAPTURED BY "MARS."

on April 21st, 1798, by the "Mars," Captain Alexander Hood. She was of 1876 tons, and carried a crew of 640 men. Her length, beam, and draught were 181 ft., 49 ft., and 22 ft.

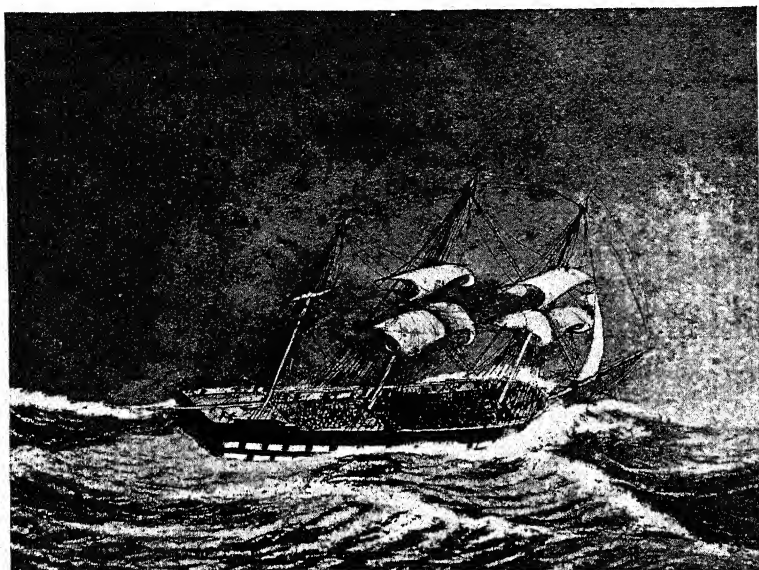
The circumstances of the capture reflected great credit on the French officers and men who fought with great courage, and surrendered only when they had lost 290 killed and wounded out of a crew of 680. The British ship played a no less creditable part, and the details of the action will be found in this work under "Mars."

On June 28th, 1803, the "Hercules," commanded by Lieutenant John B. Hills (acting-captain), in company with two other ships, discovered near San Nicholas Mole, San Domingo, two French vessels. The "Hercules" turned her attention to the 44-gun frigate "Poursuivante," but was not skilfully handled, and with the light wind the French frigate had the better of her in sailing qualities. The "Hercules" added to her mistakes by opening fire too soon, but at length the two ships closed and a short action followed, in which the frigate managed to rake the "Hercules," but suffered severely herself. The "Poursuivante" was much damaged aloft and lost 6 killed and 15 wounded. The "Hercules" also suffered aloft and had a few men wounded, and then had to allow the French ship to escape owing to the shallowness of the water.

On November 20th, 1803, a launch from the "Hercules," commanded by Lieutenant

Nisbet Willoughby, was the means of adding a French 40-gun frigate to the Navy. The negroes of San Domingo had driven this ship to sea, and she ran ashore at the entrance of Cape François harbour, where she beat off her rudder, and after a few minutes looked as though

she would infallibly perish with all on board, including several women and children—in all about 900 souls. Moreover, the negroes manifested every intention of opening fire on her. Willoughby boarded the ship, hoisted the British flag, and then went ashore and informed the authorities that the "Clorinde" was now a British man-of-war and must not be fired at. He then obtained help from the Haytian officers and, thanks to a shift of wind, and his own energy and ability, ultimately succeeded in getting the "Clorinde" off the rocks without loss of life, and the ship was added to the British Navy.



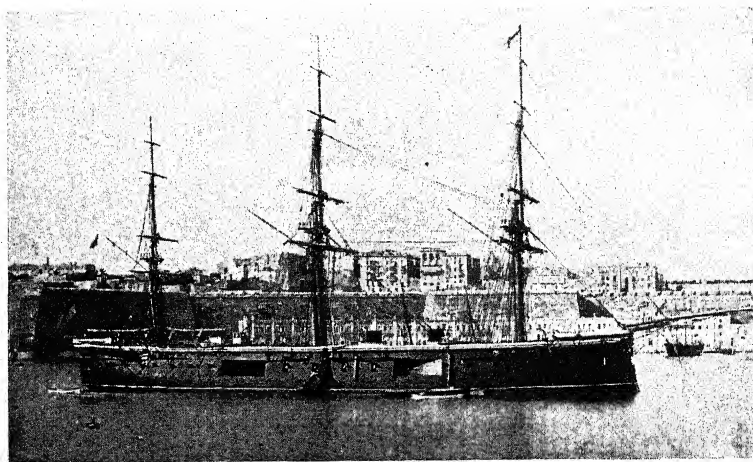
Painted by Lieutenant Elton, R.N.

Mrs. A. P. Lucas.

THE NINTH "HERCULES."

the "Hercules," commanded by Captain Richard D. Dunn, arrived off the Dutch island of Curaçoa in company with one 74, two frigates, and a schooner. Some 600 seamen and marines were landed, and several forts and batteries were successfully stormed and captured. The British suffered much from sickness, and the Dutch received reinforcements. The British suffered also from desertions, but this was accounted for by the fact that one-half of the marines of the "Hercules" were Poles who had unwisely been allowed to enter at San Domingo. On February 25th, therefore, Captain Bligh of the "Theseus," who was senior officer, re-embarked his men, after having reduced Fort Piscadero, and abandoned the island. The British lost 18 killed and 42 wounded in the operations.

In 1807 the "Hercules," commanded by Captain the Hon. John Colville, was one of a fleet of 65 vessels under Admiral Gambier with his flag in "Prince of Wales," which was despatched against Denmark on account of the British Government having observed that Napoleonic scheming tended to coerce Denmark into hostility against England. In August the fleet anchored about 4 miles from Copenhagen and at once established a blockade. A large military force, under General Lord Cathcart, laid siege to the city of Copenhagen. On August 23rd a flotilla of 28 small bombs, mortar boats, and gunbrigs attacked Copenhagen from seaward while the army got ready their batteries against the town. After much firing the Danes capitulated, and surrendered their entire fleet of 70 vessels to the English. The big ships took no part



From the photograph by Richard Ellis.

THE ELEVENTH "HERCULES."

in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet was voted the thanks of Parliament; Admiral Gambier was raised to the peerage, and Vice-Admiral Stanhope was given a baronetcy.

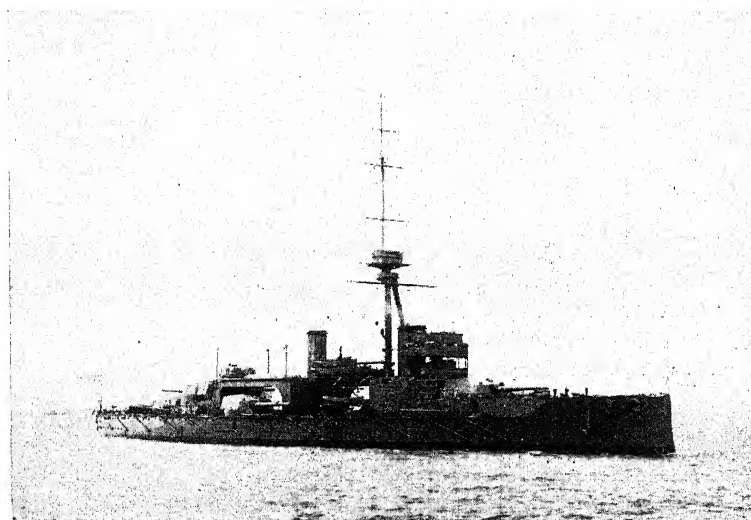
In 1801 the "Hercules" was broken up at Portsmouth.

The eighth "HERCULES" was a 16-gun sloop, purchased in 1803. She was of 395 tons and carried a crew of 100 men. Her length, beam, and draught were 104 ft., 30 ft., and 11 ft. Soon after purchase her name was changed to "Merlin."

The ninth "HERCULES" was an 80-gun ship, launched at Chatham in 1815. She was of 1750 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 47 ft., and 18 ft.

The "Hercules" subsequently became an army depot at Hong-Kong, where she was sold in 1865 for £3781.

The tenth "HERCULES" was an armoured hired gunboat, dating from 1865.

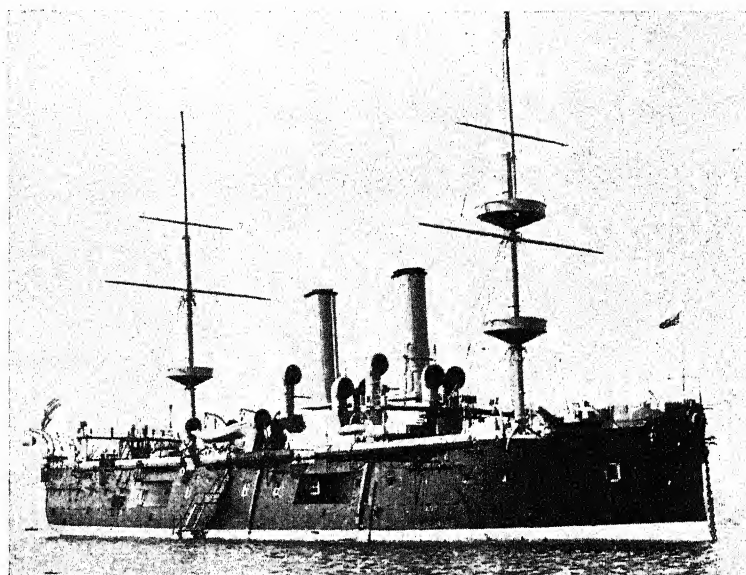


From the photograph by Ernest Hopkins.

THE TWELFTH "HERCULES."

workmen at Gibraltar, and her name was subsequently changed to "Calcutta."

The twelfth "HERCULES" is a 26-gun turbine battleship launched at Messrs. Palmer's Yard, Jarrow, in 1910. She is of 20,000 tons, 25,000 horse-power, and 21 knots speed. Her length, beam, and draught are 510 ft., 85 ft., and 27 ft.



From the photograph by H. J. Symonds.

THE ELEVENTH "HERCULES" (AFTER REBUILDING).

In 1866 the "Hercules," commanded by Lieutenant Archibald Lucius Douglas, was employed on minor services, mostly of a preventive nature, in connection with the Fenian disturbances in Canada.

The eleventh "HERCULES" was a 14-gun screw broadside ironclad, launched at Chatham in 1868. She was of 9300 tons, 8530 horse-power, and 14 knots speed. Her length, beam, and draught were 305 ft., 59 ft., and 25 ft.

This vessel became a floating barrack for dockyard

She enjoys the distinction of being the first British warship to be launched during the reign of His Majesty King George the Fifth.

HERMES

The Wars of the French Revolution and Empire—	
Captured Dutch "Mercurius"	1796
The War with America, etc.—	
Destroyed French lugger off Beachy Head	1811
The attack on Mobile Point	1814
The Kaffir War—	
Minor part	1851

The second Burmese War—	
The blockade of Rangoon	1852
The attacks on Dunnoo and Martaban	1852
The capture of Rangoon	1852
The suppression of Chinese piracy	1853
The War of Belgian Neutrality—	
Operations on Belgian Coast	1914



HERMES.—A Greek deity, corresponding to the Roman Mercury, was the god of eloquence and prudence, the protector of commerce, the guardian of roads and highways, and the patron of shepherds, travellers, and thieves. A son of Jupiter, he was his father's messenger, being equipped for his office with a winged cap, winged sandals, and as a special attribute a rod entwined by two serpents, possessing magic powers. Hermes conducted the souls of the dead on their way to the nether regions, and used the winds as his means of transportation.

The first "HERMES" was a 14-gun ship, captured from the Dutch in 1796. She was of 201 tons, and carried a crew of 80 men, and her length, beam, and draught were 80 ft., 27 ft., and 12 ft.

On March 12th, 1796, the "Sylph," commanded by Commander John Chambers White, captured the Dutch "Mercurius" off the Texel. The prize was added to the Navy as the "Hermes."

In January 1797, the "Hermes," while commanded by Commander William Mulso, foundered and was lost at sea with all hands.

The second "HERMES" was a sloop of 331 tons, mounting 14 guns, bought in 1798. She carried a crew of 76 men, and her length, beam, and draught were 100 ft., 28 ft., and 9 ft.

In 1802 the "Hermes" was sold.

The third "HERMES" was a 16-gun sloop, purchased in 1803. She was of 339 tons, and carried a crew of 100 men. Her length, beam, and draught were 107 ft., 27 ft., and 11 ft.

In 1810 the "Hermes" was sold.

The fourth "HERMES" was a 20-gun sloop, launched at Portsmouth in 1811. She was of 512 tons, and carried a crew of 121 men. Her length, beam, and draught were 120 ft., 31 ft., and 11 ft.

In September 1811 the "Hermes," commanded by Captain Browne, destroyed and sank a French lugger privateer off Beachy Head after three hours' action.

In 1814 the "Hermes" took part in the American War.

On September 12th, 1814, the "Hermes," commanded by Captain the Hon. Henry Percy, with three other vessels in company, anchored on the coast of West Florida for the purpose of making an attack upon Fort Bowzer, situated on Mobile Point.

On September 15th a party was landed to make a flank attack and the British ships opened fire. Before the "Hermes" had fired many broadsides, her cable was cut and she was carried away by the current, and presented her head to the fort. In that position she remained for twenty minutes receiving a raking fire. Soon afterwards the "Hermes" grounded, and in spite of great efforts to float her, the British were compelled to abandon the ship and burn her to avoid capture. The British lost 32 killed and 40 wounded, to which the "Hermes" contributed 25 killed and 24 wounded. The Americans acknowledged a loss of 4 killed and 4 wounded.

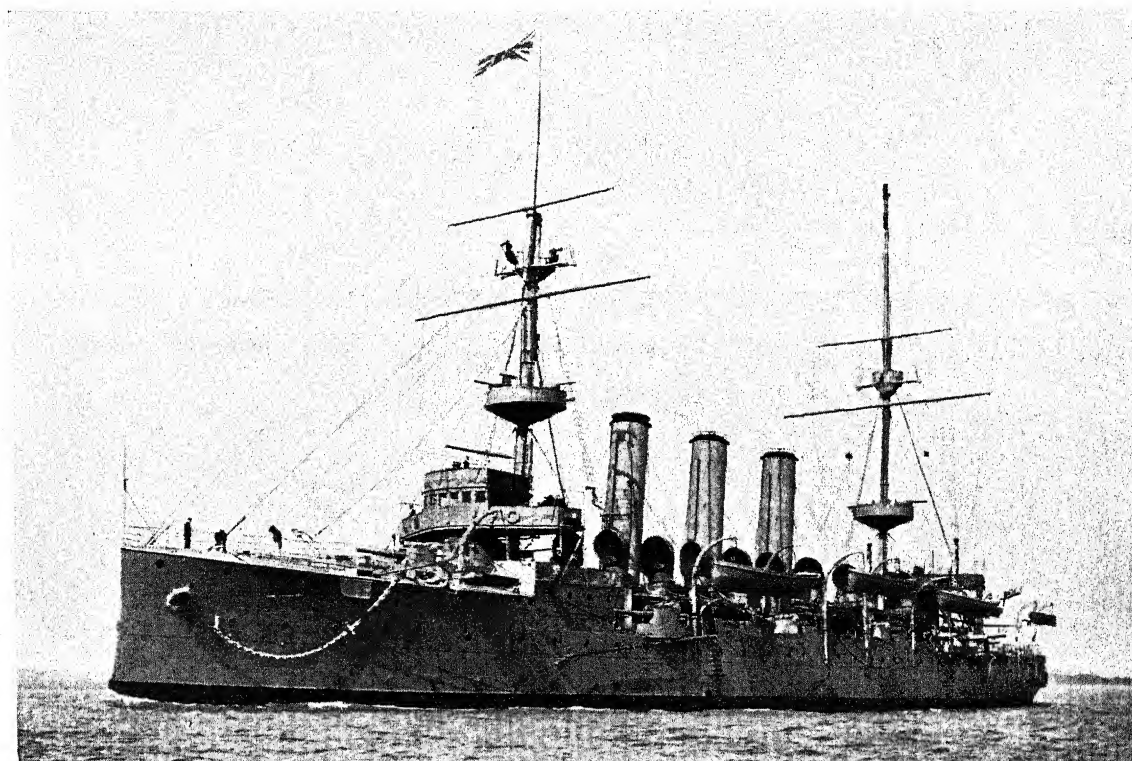
The fifth "HERMES" was an 8-gun screw vessel, built at Blackwall as the "George IV.," and purchased into the Navy in 1830. She was of 733 tons, carried a crew of 27 men, and was of 60 horse-power. Her length, beam, and draught were 155 ft., 32 ft., and 9 ft.

In 1834 she was made into a coal depot at Woolwich.

The sixth "HERMES" was a 6-gun paddle sloop, launched at Portsmouth in 1835. She was of 830 tons and 220 horse-power, and carried a crew of 135 men. Her length, beam, and draught were 170 ft., 33 ft., and 8 ft.

In 1842 the "Hermes" was partially rebuilt at Portsmouth.

In 1851-1852 the "Hermes" played a minor part in the Kaffir War at the Cape of Good Hope.



THE EIGHTH "HERMES."

From the photograph by Ernest Hopkins.

In 1852 the "Hermes," commanded by Commander Edmund Fishbourne, took part in the second Burmese War, in a small squadron under Commodore George Lambert with his flag in "Fox." Commander Fishbourne, sent ashore with a letter of negotiation, was insulted.

On January 2nd the "Hermes" engaged a Burmese stockade at Dunnoo and assisted in the blockade of Rangoon, which was at once declared.

On April 5th the "Hermes" assisted in a combined Naval and Military attack on the Burmese town of Martaban, which was defended by 5000 men. The ships bombarded and the troops attacked, and in an hour and a half the place was successfully stormed and carried with a loss of 50 men wounded. A garrison being left in charge, the British force withdrew.

On April 10th the "Hermes" assisted in the combined Naval and Military advance on Rangoon. Early on the 12th the troops were put on shore and a strong Naval Brigade was landed in addition. In spite of a heavy resistance Rangoon fell on the 14th, the Naval Brigade suffering very little.

In 1853 the "Hermes" was engaged in the suppression of Chinese piracy.

This ship ended her career as a cholera hospital at Gravesend, and was broken up in 1864.

THE KING'S SHIPS

HERMIONE

The seventh "HERMES" was a 74-gun ship, which had been launched at Chatham in 1816 as "Minotaur." She was of 1726 tons and her length, beam, and draught were 171 ft., 48 ft., and 18 ft. In 1866 she was renamed "Hermes," acted as a receiving ship at Sheerness, and in 1869 she was broken up at Sheerness.

The eighth "HERMES" is an 11-gun twin-screw cruiser, launched at Govan in 1898. She is of 5600 tons, 10,000 horse-power, and 20 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 20 ft.

In 1900 the "Hermes," while commanded by Captain Frank H. Henderson, had a complete boiler breakdown in the West Indies. After drifting for some time under sail she had to be towed into harbour, and was brought back to England to be paid off and repaired. Since that time she has often been known as the "three-funnelled brig"!

She subsequently became for some time the seagoing parent ship for the Naval Wing of the Royal Flying Corps.

In September 1914 the "Hermes" was fitted out as an aeroplane carrier under the command of Commander C. L. Lambe. She took part in some of the operations against the German right wing in the vicinity of Dunkirk. On October 31st, while returning to Dover, she was successfully torpedoed by a German submarine and sank with a loss of about 23 lives, 7 others being injured or wounded.

HERMIONE

The Wars of the French Revolution and Empire—	
The blockade and capture of Port au Prince	1794
Operations at Cape Tiburon, Aoul, Fort Brissoton and Bernadou	1794
Boat attacks at Porto Rico and Jean Rabel	1797
"Throw the lubbers overboard"	1797

The captured boatman	1800
Gruesome gibbets	1800-1
The Jameson raid	1896
The third China War—	
Minor part	1900



HERMIONE.—In Greek mythology the lovely daughter of King Menelaus and the beautiful Helen.

The first "HERMIONE" was a 28-gun frigate, captured from the French while on her way home from Cape Breton Island in 1757.

The second "HERMIONE" was a 26-gun frigate, captured from the French at Jamaica in 1759 by Vice-Admiral Thomas Cotes.

The third "HERMIONE" was a 36-gun frigate, captured from the French in 1760.

She was assisting in the defence of Pondicherry, and in October she was most brilliantly captured from under the French forts by the boats of the English fleet, under Commander Newsom of the "Southsea Castle" and Lieutenant Isaac Ourry of the same ship.

The fourth "HERMIONE" was an armed Spanish Register ship, captured on May 21st, 1762, by the "Active" and "Favourite."

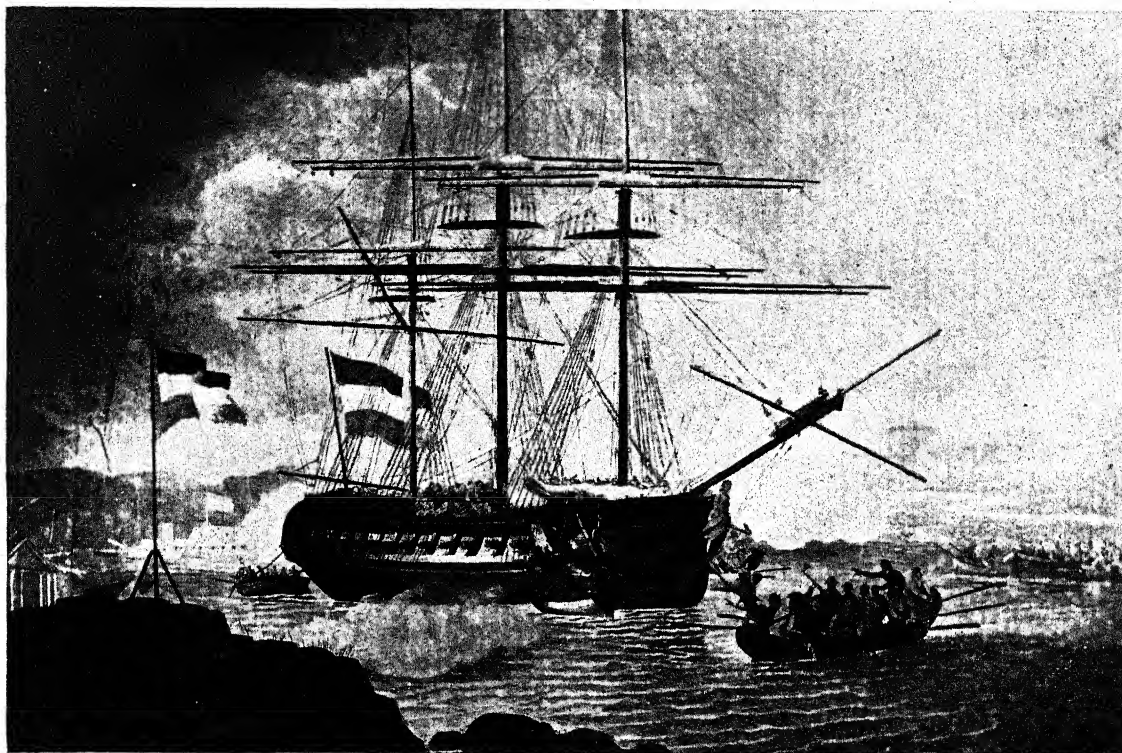
She was laden with great riches amounting to over £519,000, and the prize money for the two ships worked out roughly as follows: captains £65,000 each; commissioned officers £13,000 each, warrant officers £4400 each, petty officers £1800 each, seamen £485 each.

This cargo, more valuable than any before taken out of a single ship, was landed at Portsmouth, and was carried to London, amidst great rejoicings, in twenty waggons decorated with the British colours over the Spanish, and escorted by sailors from the "Active" and "Favourite."

The procession entered London on August 12th, 1762, within a few hours of the birth of His Majesty King George IV., and the two events combined to make it a day of great rejoicing.

The fifth "HERMIONE" was a 32-gun frigate, launched at Bristol in 1782. She was of 715 tons, and carried a crew of 220 men. Her length, beam, and draught were 129 ft., 35 ft., and 15 ft.

In 1793 the "Hermione," commanded by Captain John Hills, was on the Leeward Islands station.



Painted and engraved by R. Dodd.

APPROACHING THE FIFTH "HERMIONE" TO RECAPTURE HER.

Alfred Davis,

In 1794 the "Hermione" was in a squadron of 10 ships, commanded by Commodore John Ford with his broad pennant in "Europa." In January they blockaded Port au Prince,



Engraved by J. Elms.

THE ATTACK ON THE FIFTH "HERMIONE."

T. H. Parker, Brothers.

in the West Indian island of San Domingo. On February 3rd they took Cape Tiburon, and on the 11th Aoul was carried. On June 1st they attacked Fort Brissoton, and landed troops.

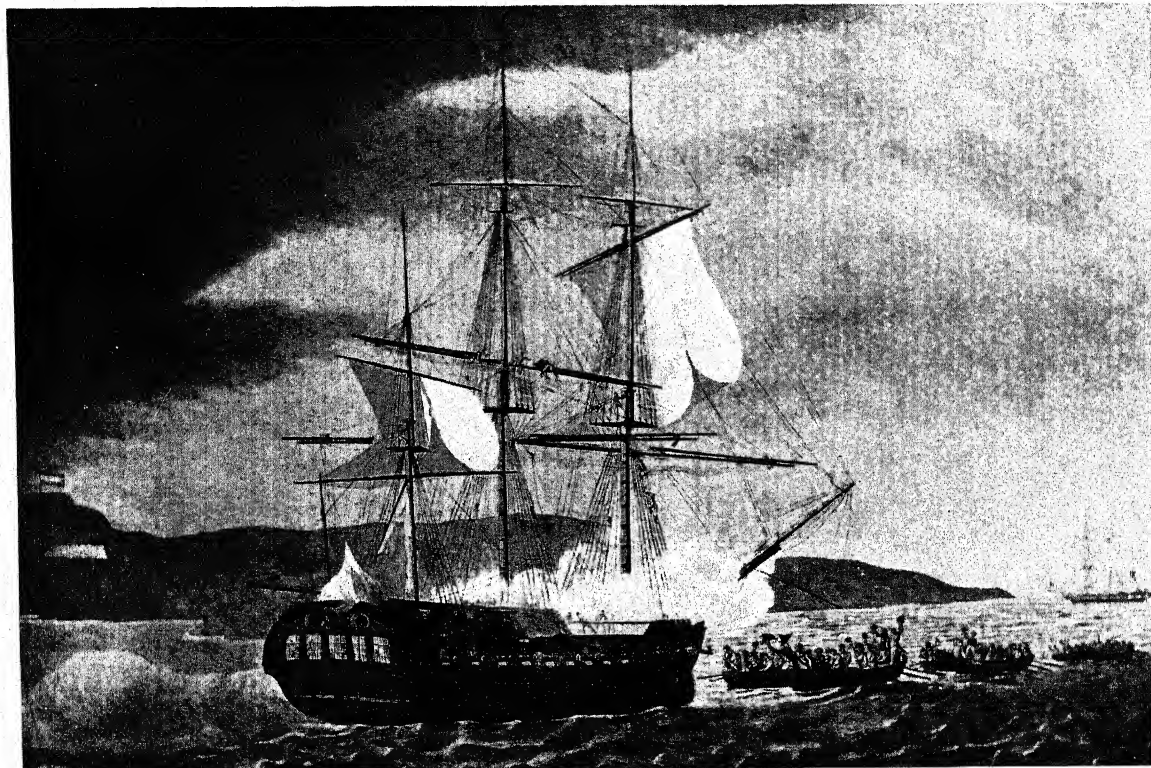
THE KING'S SHIPS

HERMIONE

In the evening the operations were interrupted by a tremendous storm, but in the subsequent confusion and obscurity the fort was carried. On the 3rd the "Hermione" and "Iphigenia" bombarded a work at Bernadou to make a diversion in advance of the troops, and on the 4th Port au Prince was taken possession of. The "Hermione" lost 5 killed and 6 wounded during the operations.

On March 22nd, 1797, the "Hermione," commanded by Captain Hugh Pigot, was at Porto Rico, and most pluckily sent in her boats under Lieutenants Samuel Reid and Archibald Douglas. They cut out or burned from a bay under a small battery three French privateers and their twelve prizes. On the following day they landed and dismantled a battery, all without the loss of a man.

On April 20th, 1797, the "Hermione," commanded by Captain Hugh Pigot, in company



Painted and engraved by R. Dodd.

THE FIFTH "HERMIONE" CAPTURED AND BEING TOWED OUT.

Alfred Davis.

with four other ships, arrived off Jean Rabel. Towards midnight the boats were sent in, and by 4 A.M. on the 21st, in spite of a heavy musketry fire, a ship, three brigs, three schooners, and two sloops had been taken possession of without the loss of a single man, and were standing out with a land breeze.

On September 21st, 1797, it is said that when topsails were being reefed, Captain Hugh Pigot, a courageous but undoubtedly tyrannical officer, called to the men on the "Hermione's" mizzen-topsail yard that he would flog the last man down. This of course would only punish the smartest men, who, being first up at the yardarm, would in the ordinary course obviously be the last men to get down. In their hurry to avoid the punishment two men fell from aloft and were killed, whereupon Pigot exclaimed somewhat contemptuously, "Throw the lubbers overboard." The same night the crew rose in mutiny; three men, assisted by his own coxswain, killed Pigot in cold blood and threw him out of his cabin windows. They murdered three lieutenants, the purser, doctor, captain's clerk, boatswain, and lieutenant of marines, and mangled their bodies, which were thrown overboard. A midshipman was chased round the ship like a rat, killed and thrown overboard. The only officers spared were the gunner, the carpenter, and a midshipman. To complete their crime the misguided crew carried the ship into La Guayra, and, saying that they had turned their officers adrift in the jolly boat, assisted the Spaniards

to fit her out under their own flag. The Admiral in command of the station sent in a flag of truce with an account of the circumstances, but the Spaniards declined to surrender either the ship or the men. The ship's new owners had a very anxious time in keeping the frigate to themselves. It naturally became a point of honour with every British ship on the station to look out for the "Hermione," and to spare no efforts to recapture her. In consequence of this knowledge the Spaniards kept the ship safely in harbour for most of the two years she was in their possession.

On the night of October 24th, 1799, Captain Edward Hamilton, with the boats of the "Surprise," cut out the "Hermione" at Puerto Cabello in Venezuela. The enterprise was a desperate one, as batteries mounting 200 guns commanded the harbour. The six boats boarded the "Hermione" and a desperate fight followed. Captain Hamilton was felled by a clubbed musket, and many men were wounded. The British then cut the cable, loosed the topsails and foresail, and in spite of the heavy fire from the batteries carried the ship out with a loss of 12 wounded. The Spaniards lost 119 killed and 97 wounded out of a crew of 365. Captain Edward Hamilton was knighted for this service. The name "Hermione" had unpleasant associations after the above-described murderous outbreak, and the ship was rechristened, first as "Retaliation" and then on January 31st, 1800, as "Re-tribution." A gold medal was struck to commemorate the recapture.

In 1800 three of the mutineers were hanged at Portsmouth. During the court-martial on board the "Gladiator," a boatman rowed some one on board without knowing of the trial. The boatman was recognised as one of the mutineers, arrested, tried, and hanged. Many were executed in the

West Indies, and the remains of some were suspended on gibbets erected on the sandy quays at Fort Royal, Jamaica. It is believed that nearly all the mutineers were caught and executed.

On January 22nd, 1802, this same captain, Sir Edward Hamilton, was tried by court-martial on board the "Gladiator," and sentenced to be dismissed the service, for having seized up William Bowman, the gunner of the "Trent," in the main rigging for an hour and a half in frosty weather, until the man, who was old, fainted. Sir Edward Hamilton was reinstated in his rank in the following June, it appearing that he had acted in the heat of passion, and that there had been some informality in the procedure.

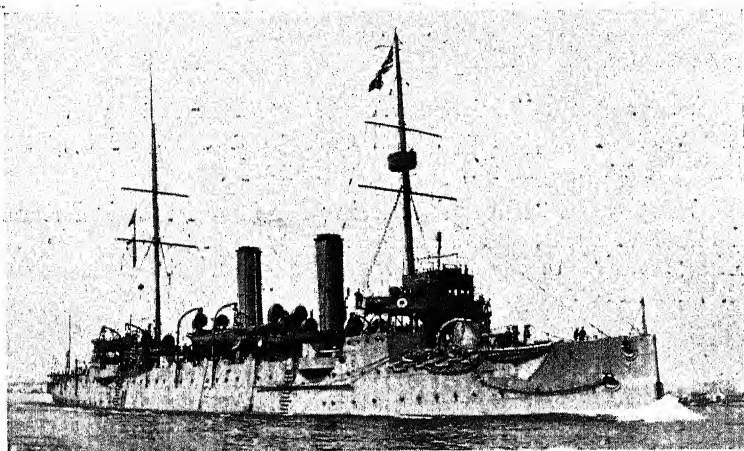
In 1803 the erstwhile "Hermione" was fitted at Woolwich for the Trinity House, and in 1805 she was broken up at Deptford.

The sixth "HERMIONE" is a 10-gun twin-screw cruiser, launched at Devonport in 1893. She is of 4360 tons, 9000 horse-power, and 19 knots speed. Her length, beam, and draught are 320 ft., 49 ft., and 19 ft.

In 1896 the "Hermione," commanded by Captain Charles R. Arbuthnot, was one of a squadron of six ships which was specially commissioned in reply to a congratulatory telegram from the German Emperor to President Paul Kruger on the repulse of Dr. Jameson's raid. The squadron, known as the Particular Service Squadron, was commanded by Rear-Admiral Alfred Taylor Dale with his flag in "Revenge."

In 1900 the "Hermione," commanded by Captain R. S. D. Cumming, played a minor part in the third China War or Boxer Riots.

Subsequently she became the seagoing depot ship for the first Naval airship of the lighter-than-air type, but when the building of this craft was abandoned, the "Hermione" reverted to ordinary fleet duties.



From the photograph by Ernest Hopkins.
THE SIXTH "HERMIONE."

HIBERNIA

The Wars of the French Revolution and Empire—

The blockade of Brest 1805-7
 The blockade of the Tagus 1807

Succoured the Portuguese Royal Family 1807
 The expulsion of the French from Portugal . . . 1808
 The attack on Cassis 1813



HIBERNIA.—The Latin name for Ireland.

The first "HIBERNIA" was a 74-gun ship of 1623 tons, launched at Neyland in Milford Haven in 1765. While she was still on the stocks the Admiralty ordered her name to be changed to "Prince of Wales."

The second "HIBERNIA" was a 120-gun ship, launched at Devonport in 1804. She was of 4149 tons, and carried a crew of 837 men. Her length, beam, and draught were 201 ft., 53 ft., and 19 ft.

In 1805 the "Hibernia," flying the flag of Admiral Lord Gardner, was employed in the blockade of Brest, and in 1806 and 1807 she flew the Union flag of the Earl St. Vincent as an acting Admiral of the Fleet on the same service. This appointment had been offered to Earl St. Vincent some months before, but he "spurned at it," unless Mr. Pitt unsaid all he had said

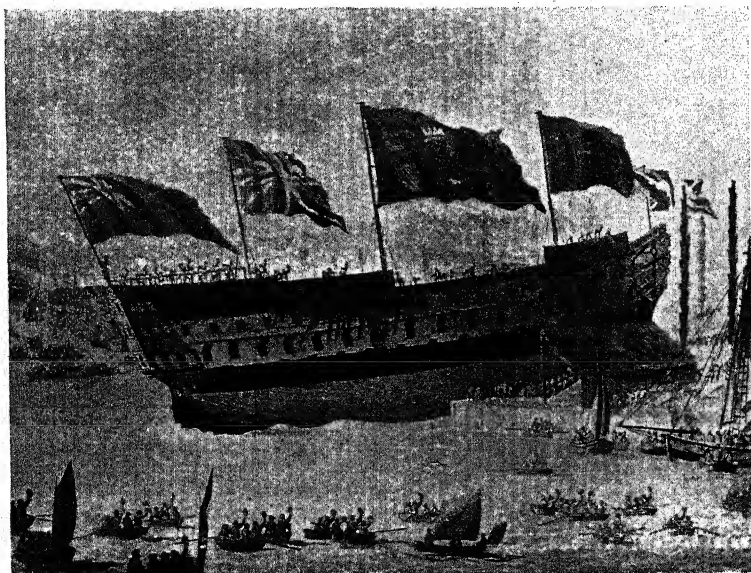
in the House of Commons against his management of the Admiralty. Sometime afterwards, Mr. Pitt's death removed the obstacle, and Earl St. Vincent accordingly hoisted the Union.

The various letters and orders from the Admiral give his views on Naval matters very clearly.

"HIBERNIA," NEAR USHANT,
May 2nd, 1806.

DEAR TUCKER [his old Secretary],—This great influx of nobility into the Navy has contributed largely to making the office of Captain a complete sinecure; and it only wanted Lord Garlies' proposition, to give additional pay to the First Lieutenants, to put the finishing stroke to it. As the Service now stands, all the powers, even punishments, are delegated to the First Lieutenant: the Captain does

ST. VINCENT.



Painted by Robert Parker. Engraved by Bluck.

A. Ackermann.

LAUNCH OF THE SECOND "HIBERNIA."

not turn out as formerly; seldom comes on deck; and takes everything upon report. The change since I commanded the Fleet six years ago is really quite alarming, for the Captain now does not think himself responsible for anything; while I maintain (and ever will) that he is responsible for the conduct of every officer and man in the ship he commands.—Ever yours,

To Rear-Admiral Markham.

"HIBERNIA," UNDER USHANT, *May 22nd, 1806.*

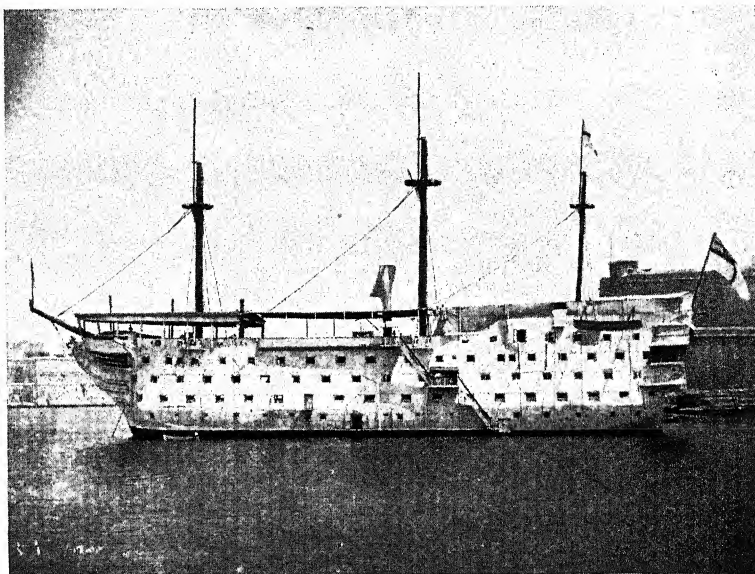
. . . I was much at a loss to account for the "Ville de Paris" having carried away her foreyard, and we learned from the Lieutenant yesterday that it was actually done by keeping the lee fore-brace fast in

tacking, and which broke short by the force of the men on the weather brace. She is now shifting a fore-topmast, and how the one she is lowering has been sprung is unaccountable, for we have had very moderate weather and smooth water ever since she joined. The "Egyptienne" carried out four topmasts to Admiral Harvey's squadron the other day, and if we continue to throw away topmasts at this rate, the forests of the North will not furnish an adequate supply. There is a great lack of seamanship in the service, and the young people now coming up are for the most part frippery and gimcrack. I wish we could revive the old school. . . .

To Rear-Admiral Stirling,

H.M.S. "HIBERNIA," NEAR USHANT,
June 2nd, 1806.

MY DEAR ADMIRAL,—I will thank you to state to the Captains of the ships you sent into Cawsand Bay to replenish and get paid, that I have informed my Lord Commissioners of the Admiralty of the time prescribed to carry these measures into execution during the summer season; six clear days exclusively of the day of arrival and that of sailing, which is considered ample for these purposes; and that a longer continuance in port would be productive of disease; and you cannot be too precise in your orders to send the Pay Books by the Mail coach the evening of their arrival; their Lordships having found it expedient to take seven sail-of-the-line from me, I am put to my trumps to keep up the four squadrons, and nothing short of



From the photograph by Richard Ellis,

THE SECOND "HIBERNIA" AT MALTA.

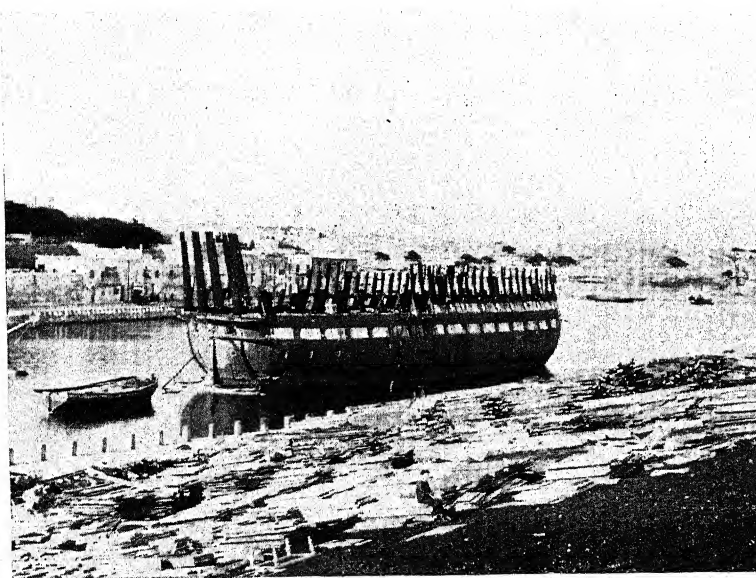
punctual obedience to the foregoing orders will enable me to perform what is required.—Yours sincerely,
ST. VINCENT.

*General Memorandum.—To the
Respective Captains and Com-
manders.*

"HIBERNIA," NEAR USHANT,
July 16th, 1806.

It is my direction, that during the time the ship you command remains in port, whether in Cawsand Bay, Plymouth Sound, or Hamoaze, you regularly, at the least once a week, visit her patients at the Hospital, accompanied by your Surgeon and Physician of the Fleet, when not employed upon other important duties; and you are to see every man whose case does not forbid his being disturbed, and to encourage and inspire them, by all the address and attention in your power; but care must be taken that the period of your visit be varied, and no previous notice given of your approach. You are also to provide that on the day immediately preceding the sailing of your ship, her surgeon visits all his patients, in order to bring away those who, although not so entirely cured as to be discharged into the "Prince Frederick," maybe, however, in such a state of convalescence as in the opinion of the medical officers of the hospital, renders their complete re-establishment on board their own ship a matter of little doubt or delay.

ST. VINCENT.



From the photograph Richard by Ellis.

PASSING OF THE SECOND "HIBERNIA."

vide that on the day immediately preceding the sailing of your ship, her surgeon visits all his patients, in order to bring away those who, although not so entirely cured as to be discharged into the "Prince Frederick," maybe, however, in such a state of convalescence as in the opinion of the medical officers of the hospital, renders their complete re-establishment on board their own ship a matter of little doubt or delay.

THE KING'S SHIPS

HIBERNIA

To Viscount Howick.

"HIBERNIA," NEAR USHANT, July 25th, 1806.

. . . I shall never ask you to promote ; but if several Lieutenants of the "Hibernia" are not raised to Commanders, the example set in her cannot be of long continuance. The officers are always upon the full stretch ; and it would have the appearance of puffing if I were to detail the change which has taken place here, and throughout the Fleet under my command, since I was last placed at the head of it.—Ever yours most truly,

ST. VINCENT.



From an old engraving.

T. H. Parker, Brothers.

Upon the change of administration early in 1807 Earl St. Vincent resigned the command of the Channel Fleet, and communicates the fact to his old secretary as follows :

MORTIMER STREET, April 24th, 1807.

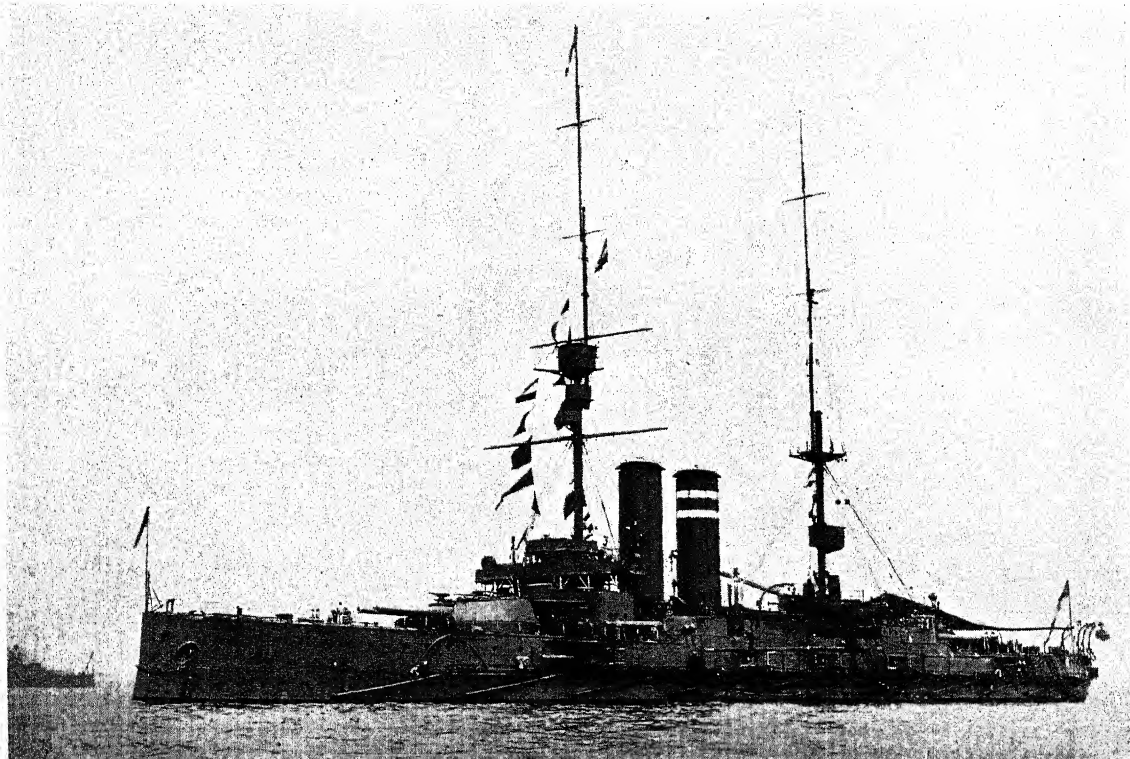
DEAR TUCKER,—To my great joy and satisfaction, the order is come, and runs : "Whereas we think fit you should haul down your flag, and come on shore ; you are hereby required to haul down your flag, and come on shore" ; signed "Gambier, Bickerton, Ward." The sooner this order is acknowledged and carried into effect the better ; and I will thank you to come hither as soon as you have breakfasted, and do the needful for I mean to be very prompt in my obedience.—Yours ever,

ST. VINCENT.

W. B. Parker

In 1807 the "Hibernia," commanded by Captain Charles Marsh Schomberg and flying the flag of Rear-Admiral Sir William Sidney Smith, was at the head of a squadron of nine ships engaged in the blockade of the Tagus. In view

of the French advance, the Portuguese Royal family, headed by Prince Regent Dom João, then allowed themselves to be persuaded to leave Portugal until the trouble with France



THE FOURTH "HIBERNIA."

From the photograph by Ernest Hopkins.

was settled. A portion of the squadron escorted them to South America, but the "Hibernia" remained on the blockade.

In 1808 the "Hibernia," flying the flag of Admiral Sir Charles Cotton, was at the head of a squadron which, in co-operating with the army, assisted in the expulsion of the French from Portugal and in the surrender of a Russian squadron in the Tagus. This squadron was held in deposit by the British King until six months after the conclusion of the war.

In 1813 the boats from the "Hibernia," Captain Charles Thurlow Smith, and flying the flag of Vice-Admiral Sir William Sidney Smith, co-operated with those from other vessels in an attack on the batteries of Cassis, between Marseilles and Toulon. The marines stormed the citadel battery and drove the French to the heights, and the boats within the mole captured or destroyed 3 gunboats and 25 sail of merchantmen. The British lost 4 killed and 16 wounded.

In 1825 the "Hibernia" was partially rebuilt, and she subsequently became receiving ship at Malta.

In 1902 she was sold and broken up at Malta.

The third "HIBERNIA" was a 16-gun broadside battleship, launched at Chatham as the "Achilles" in 1863. She was of 9820 tons, 5720 horse-power, and 14.3 knots speed. Her length, beam, and draught were 380 ft., 58 ft., and 27 ft.

After acting as receiving ship at Malta for some time as the "Hibernia," her name was changed to "Egmont."

The fourth "HIBERNIA" is an 18-gun twin-screw battleship, launched at Devonport in 1905. She is of 16,350 tons, 18,000 horse-power, and 19 knots speed. Her length, beam, and draught are 425 ft., 78 ft., and 27 ft.

A special structure having been erected on her forecastle for the purpose, the "Hibernia," in 1912, was the first British man-of-war from which aeroplanes took flight.

HIGHFLYER

HIGHFLIER

The War with America—

Operations in the Susquehanna River . . . 1813
Action with American "President" . . . 1813

The Russian War—

The capture of Redout Kaleh . . . 1854
Operations at Djemetil, Anapa . . . 1854
The bombardment of Sebastopol . . . 1854
Operations at Soujak Kaleh . . . 1855
The capture of Kertch . . . 1855

The second China War—

The battle of Fatshan Creek . . . 1857
The bombardment and capture of Canton . . . 1857
The attack on the Peiho Forts . . . 1859
"Blood is thicker than water" . . . 1859
The suppression of piracy in the Persian Gulf . . . 1866
The suppression of East African slavery . . . 1868
The Somaliland campaign . . . 1902
The War of Belgian Neutrality—
Sank German "Kaiser Wilhelm der Grosse" . . . 1914

HIGHFLYER.—One who is ambitious, or given to be extravagant in claims or opinions.

The first "HIGHFLYER" was an 8-gun brig, captured from the Americans in 1813. She was of 144 tons, and her length and beam were 80 ft. and 20 ft.

In April 1813 the "Highflyer," commanded by Lieutenant Lewis, supported a boat attack in the Susquehanna River against a battery at Have de Grace, but the shoal water prevented the "Highflyer" getting very close in.

On September 9th, 1813, the "Highflyer," while commanded by Lieutenant William Hutchinson, rejoined her country of origin, being retaken by the U.S.A. frigate "United States."

The second "HIGHFLYER" was an 81-ton cutter, launched at Woolwich in 1822. Her length, beam, and draught were 56 ft., 19 ft., and 8 ft.

In August 1833 this "Highflyer" was sold for £240.

The third "HIGHFLYER" was a 21-gun screw corvette, launched at Blackwall in 1851. She was of 1161 tons and 250 horse-power. Her length, beam, and draught were 192 ft., 36 ft., and 12 ft.

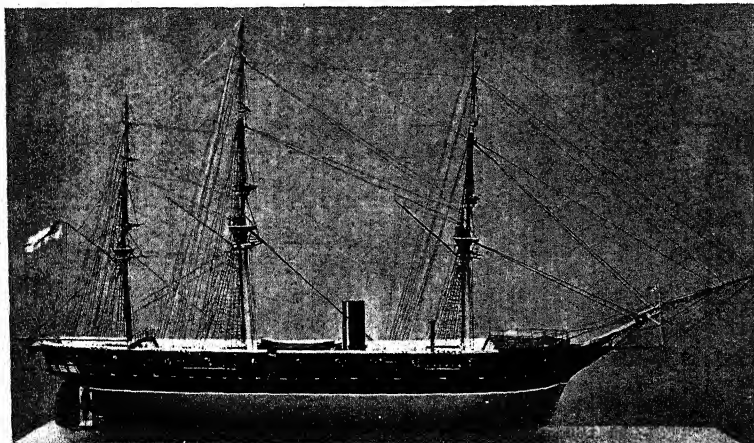
It is interesting to note that she was one of the first ships to be fitted with a lifting screw.

THE KING'S SHIPS

HIGHFLYER

In 1854 the "Highflyer," commanded by Captain John Moore, was employed in the Russian War.

On May 19th the "Highflyer" was one of an Anglo-French squadron which bombarded



Science Museum, Kensington.
MODEL BELIEVED TO BE OF THE THIRD "HIGHFLYER."

and drove the Russians out of Redout Kaleh, an operation which enabled the Turks to take possession of the place.

On November 12th the "Highflyer" was one of a squadron of three ships in support of a landing party, which destroyed a martello tower at Djemetil, near Anapa.

On October 17th, 1854, the "Highflyer," commanded by Captain John Moore, was one of a combined Anglo-French-Turkish fleet of 54 vessels under Vice-Admiral James Dundas with his flag in "Britannia," which took

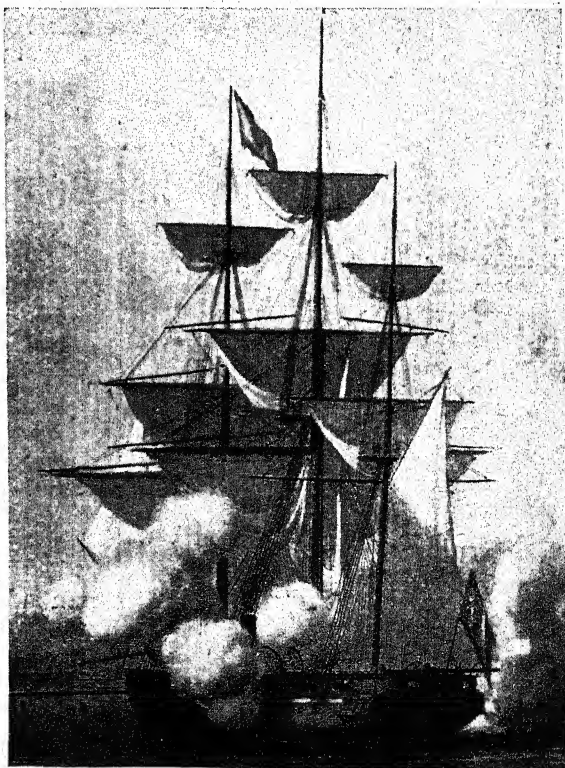
part in the first bombardment of Sebastopol. The attack from the land side began soon after daybreak. There being no wind, the steam vessels towed the sailing ships into their places of action, the "Highflyer" performing this duty for the "Vengeance." The fleet bombarded from 1.30 P.M. to 6 P.M. and then withdrew, having lost 44 killed and 266 wounded. The French lost 212 killed and wounded, but the Russians in Sebastopol admitted a loss of 1100 killed and wounded, though the real number was believed to be much nearer 5000. The British ships suffered severely in the masts, yards, and rigging, but very little serious damage was done to the Russian batteries.

On March 8th, 1855, the "Highflyer" and three other ships engaged the batteries at Soujak Kaleh.

On May 22nd, 1855, the "Highflyer" was one of a British fleet of 33 vessels co-operating with French, Turkish, and Sardinian forces under Rear-Admiral Sir Edmund Lyons, who flew his flag in "Royal Albert." This fleet sailed from Kamiesh Bay, and on May 24th reached Kertch and landed troops. The Russians blew up their fortifications, abandoned a hundred guns, and retired after having destroyed three steamers and several other heavily armed vessels, as well as large quantities of provisions, ammunition, and stores. These results were effected without loss to the allies, who captured 12,000 tons of coal.

In 1857 the "Highflyer," commanded by Captain Frederick Alexander Shadwell, took part in the second China War.

On June 1st, 1857, the boats from the "Highflyer" and other ships joined a squadron of nine ships under Rear-Admiral Sir Michael Seymour with his flag in "Coromandel," which took part in the battle of Fatshan Creek. An assaulting party landed and attacked the forts while the ships and boats advanced on the junks. The fort was soon captured by Commodore



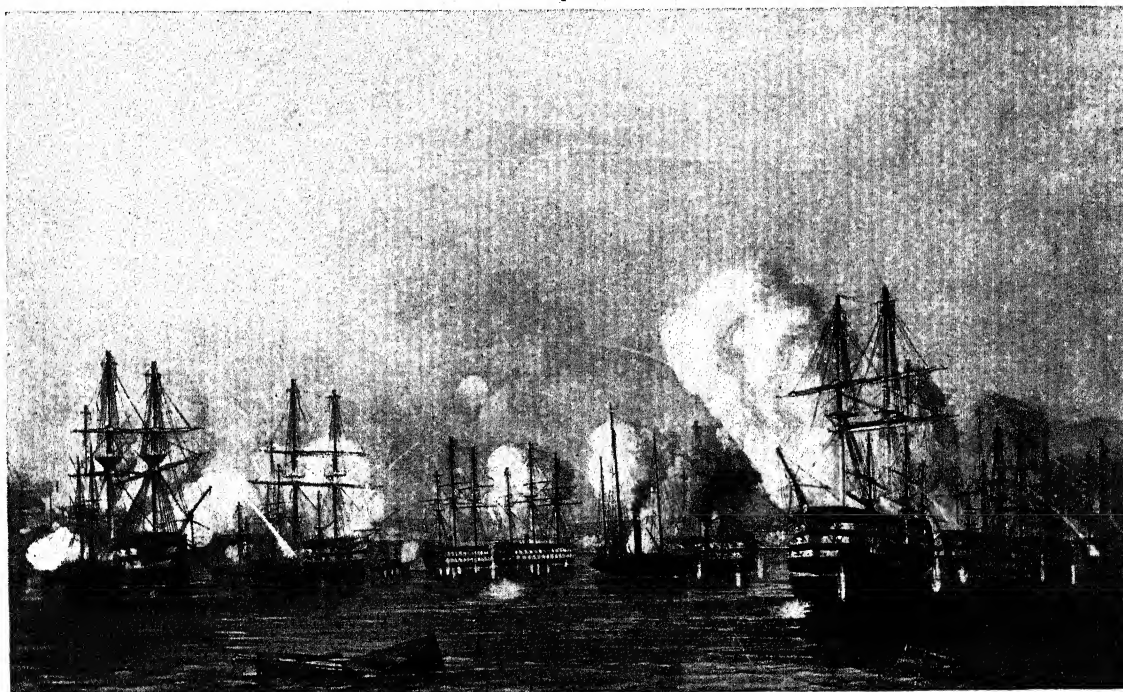
From an old engraving.

Admiral John F. G. Grant.

THE THIRD "HIGHFLYER."

Elliott, and the guns were turned on the junks. Many of the gunboats grounded, but the boats pushed on under a heavy fire, and on the Chinese abandoning their vessels, soon captured fifty. Twenty junks were found 3 miles farther up, and in the attack and subsequent capture of these the "Calcutta's" launch and the Commodore's galley were both sunk. Some of the fleeing junks were chased 7 or 8 miles and then burned. The British lost 13 killed and 44 wounded, among whom were 3 officers killed and 4 wounded. The Chinese defended themselves vigorously, using boarding nets with effect, and at first caused the British to withdraw. Among the killed was Master's Assistant E. C. Bryan of the "Highflyer."

On December 28th, 1857, the boats from the "Highflyer" joined a Franco-British fleet of 32 ships, which took part in the bombardment of Canton under Admiral Sir Michael Seymour. British and French troops and a Naval Brigade, 1500 strong, were landed and co-operated in the attack. On the 29th scaling-ladders were sent forward, and an hour after the assault



*After Lieut. E. W. Brooker, R.N.
Lithographed by E. Walker.*

THE BOMBARDMENT OF SEBASTOPOL.

T. H. Parker, Brothers.

the town was captured and occupied, and 400 guns were destroyed. The Naval Brigade in the whole operations lost 7 killed and 32 wounded.

On June 25th, 1859, Captain Shadwell and some officers and men from the "Highflyer" accompanied a fleet of 11 ships under Rear-Admiral James Hope with his flag in "Plover," which took part in the disastrous attack on the Peiho Forts. The attack began at 2 P.M., but the Chinese had the range to a nicety, and by 4 P.M. the four van ships had suffered severely and were obliged to move farther out. Rear-Admiral Hope was wounded, and owing to the damage suffered by the "Plover" transferred his flag to the "Cormorant," but he presently became so weak that the command devolved upon Captain Shadwell of the "Highflyer," who was subsequently severely wounded. By 5.40 P.M. one English ship had sunk, and two others had run ashore to avoid a like fate. It was on this occasion that the neutral Americans helped in the management of one of the "Plover's" guns, and from this time dates the expression "Blood is thicker than water." The Americans belonged to a boat's crew waiting alongside for Admiral Tatnall. At 7 P.M. a landing party of about 400 went ashore, but was compelled to retire again at 1.20 A.M. On the following day another ship grounded, and while going to her assistance the flagship "Cormorant" was swept by such a heavy fire that she sank and was lost. The British forces then withdrew, having lost in this lamentable affair 89 killed and 345 wounded.

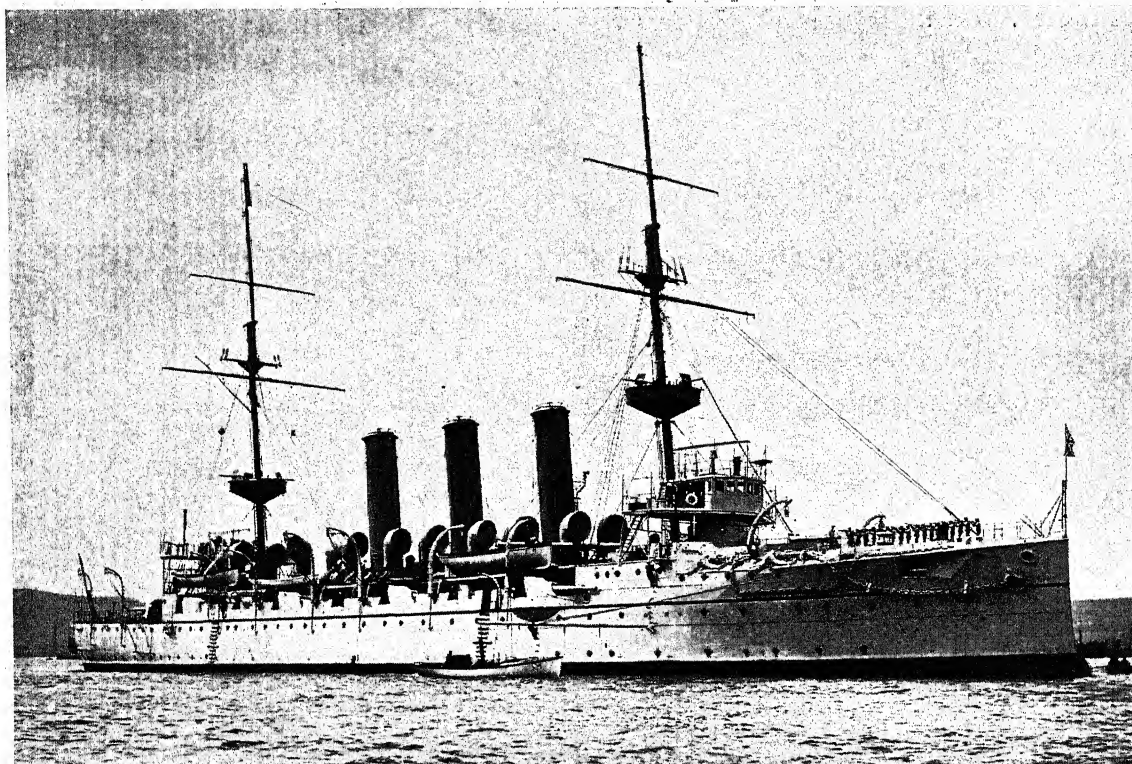
In 1866 the "Highflyer," commanded by Captain Thomas Sabine Pasley, proceeded to

the Persian Gulf to take action against the piratical depredations of the Arabs, especially those of El Kateef. In January the "Highflyer" destroyed two forts and burnt some dhows belonging to the marauders. Misapprehending the nature and strength of a fort near El Kateef, the boats were sent in and the crews attempted to rush the work, but were obliged to withdraw with a loss of three killed and Lieutenant John Fellowes and seven men wounded. The "Highflyer" then bombarded El Kateef at long range, but apparently did it little damage.

In 1868 the "Highflyer" was engaged in the suppression of East African slavery.

This corvette was broken up at Portsmouth during 1871-72.

The fourth "HIGHFLYER" is an 18-gun twin-screw cruiser, launched at



From the photograph by Ernest Hopkins.

THE FOURTH "HIGHFLYER."

Govan in 1898. She is of 5600 tons, 10,000 horse-power, and 20 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 20 ft.

From November 1902 to March 1903 the "Highflyer," commanded by Captain Arthur H. Christian and flying the flag of Rear-Admiral Sir Charles Drury, was at the head of a squadron of six ships which took part in the Somaliland campaign in various coastal capacities. The ships assisted in landing troops and stores, in transport work, and in the prevention of delivery of munitions of war to the enemy. Three officers attached to the "Highflyer" were landed, and assisted the progress of the campaign with a wireless telegraphy apparatus.

In August 1914 the "Highflyer," commanded by Captain Henry T. Buller, was employed on the north-west African coast protecting British trade. On August 27 she met the German armed ship "Kaiser Wilhelm der Grosse" off the Oro River, and after a short engagement in which the "Highflyer" lost one man killed and about six wounded, the German ship was sunk.

HINDUSTAN

HINDOSTAN

The Wars of the French Revolution and Empire—
The capture and reduction of St. Lucia.

1795

Transport of stores

Naval Education of H.R.H. the Prince of Wales

1804

1911



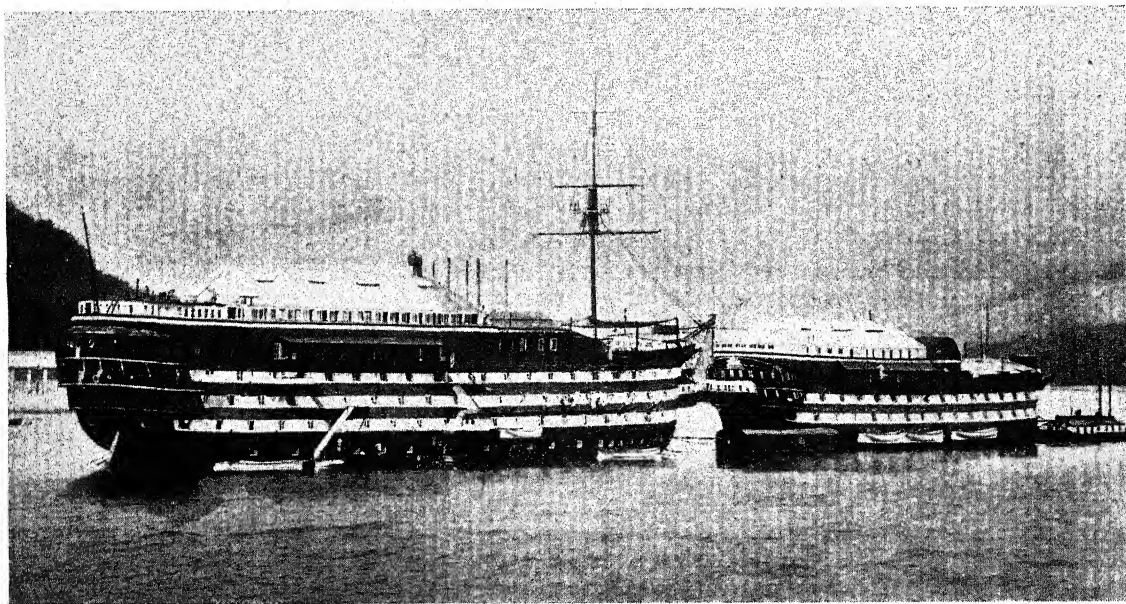
HINDUSTAN.—"The land of the Hindu." In the wider sense of the term the Indian Empire is described as follows by an Act of Parliament: "All territories and places within His Majesty's dominions which are for the time being governed through the Governor-General of India, or through any other governor or officer subordinate to him, together with any territories of any native prince or chief under the suzerainty of His Majesty, exercised through the Governor-General," etc. Burma, the Andaman, Nicobar, and Laccadive Islands as well as Aden, are politically included within the Empire. Total area 1,450,774 square miles.

The first "*HINDUSTAN*" (*Hindostan*) was an East Indiaman of 1249 tons, purchased into the Navy in 1795. She was fitted to receive 54 guns, and was converted into a man-of-war. She carried a crew of 320 men, and her length, beam, and draught were 160 ft., 42 ft., and 17 ft.

In May 1795 the "*Hindustan*," commanded by Captain T. Bertie, was one of a squadron commanded by Rear-Admiral Hugh C. Christian, which assisted in the reduction of the Island of St. Lucia. A large number of transports accompanied the men-of-war, and the troops were landed in three different places. A force of 800 seamen co-operated with the military. After various repulses the island capitulated, 2000 men surrendering with it.

In January 1796 the "*Hindostan*," while lying in Cork harbour, parted her cable in a heavy gale, and drifting on board the "*Santa Margaritta*," 36, Captain Thomas Byam Martin, carried away the frigate's three masts and bowsprit, though fortunately no one was injured. To show what a fine state of seamanlike skill prevailed at that time, the "*Santa Margaritta*" sailed for Plymouth thirty-six hours after the accident. She had a complete set of jury masts, with topgallant sails and studding sails set as she left Cork harbour.

On April 2nd, 1804, the "*Hindustan*," while acting as a storeship and commanded by Commander John Le Gros, caught fire at sea off Cape St. Sebastian, was run ashore, and blew up in Rosas Bay; fortunately only 5 lives were lost out of the 259 on board.



From the photograph by H. J. Symonds.

THE THIRD "*HINDUSTAN*" AT DARTMOUTH (ATTACHED TO THE "*BRITANNIA*").

THE KING'S SHIPS

HINDUSTAN

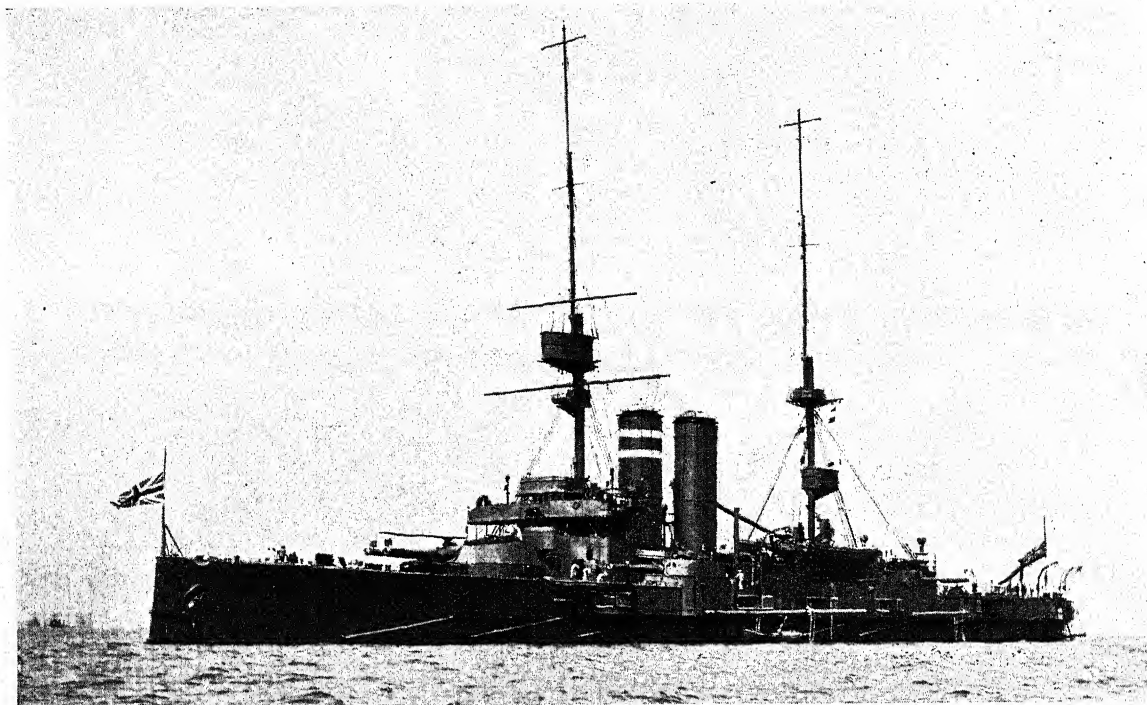
In a letter to Earl St. Vincent, Lord Nelson wrote of Captain Le Gros :

" If his account be correct he had great merit for the order in which the ship was kept. The fire must have originated from medicine chests breaking, or from getting wet down, which caused the things to heat. The preservation of the crew seems little short of a miracle. I never heard such a Journal of exertions in my whole life."

The survivors were eventually honourably acquitted by a court-martial.

The second " HINDUSTAN " was a 50-gun ship, built of teak at Calcutta, and purchased in 1804. She was of 887 tons, and carried a crew of 294 men. Her length, beam, and draught were 158 ft., 37 ft., and 16 ft.

For some years the " Hindustan " acted as a convict ship, and was renamed " Dolphin."



THE FOURTH " HINDUSTAN,"

From the photograph by Ernest Hopkins.

The third " HINDUSTAN " (or Hindostan) was an 80-gun ship, launched at Plymouth in 1841. She was of 3242 tons, and carried a crew of 700 men. Her length, beam, and draught were 186 ft., 51 ft., and 16 ft.

From 1864 the " Hindostan " acted as part of the training establishment for Naval cadets at Dartmouth under the general name of " Britannia." Her name was changed to " Fisgard " in October 1905, and she was merged into the training establishment for boy-artificers at Portsmouth.

The fourth " HINDUSTAN " is an 18-gun twin-screw battleship, launched at Clydebank in 1903. She is of 16,350 tons, 18,500 horse-power, and 19 knots speed. Her length, beam, and draught are 425 ft., 78 ft., and 27 ft.

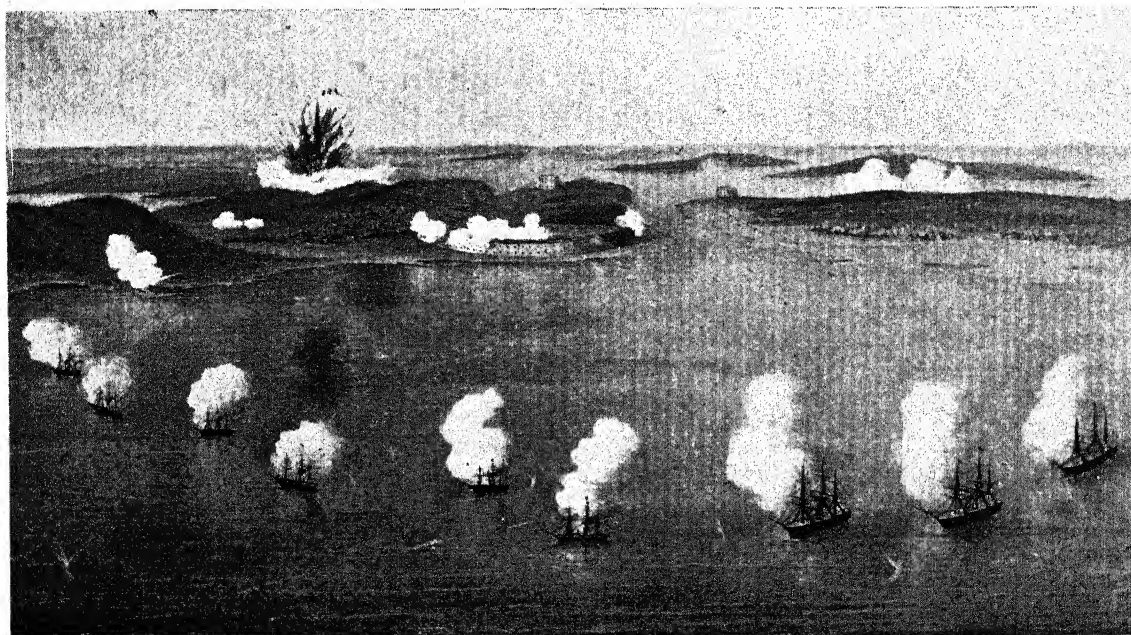
From August 1st, 1911, to October 26th, 1911, Midshipman H.R.H. the Prince of Wales served in this battleship. On the day H.R.H. left the ship Captain Henry H. Campbell, R.N., who had acted as Governor to the Royal Midshipman, stated that H.R.H. had " taken part in every duty that appertains to the working of a great battleship, and had cheerfully and efficiently discharged the less agreeable as the more agreeable of his tasks. Throughout the whole period of his training he had been an extremely hard worker, and had struck those about him, high and low, as what they called ' a live thing.' "

HOGUE

The War with America—		The bombardment and capture of Bomarsund . . . 1854	
Destroyed American "Young Teazer" . . .	1813	The blockade of the coast of Courland . . .	1855
Operations in Connecticut River . . .	1814	The War of Belgian Neutrality—	
The Russian War—		Various operations in the North Sea . . . 1914	
The expeditions to the Baltic . . .	1854-5		

HOGUE.—Cape La Hogue is a promontory of France in the English Channel, opposite the island of Alderney, 16 miles from Cherbourg. This ship name commemorates the final stage of the decisive victory gained by the Anglo-Dutch fleet over the French off Cape Barfleur in May 1692, more usually, but erroneously, spoken of as the battle of La Hogue. This British force under Admiral of the Fleet Edward Russell, with Admirals Sir Ralph Delaval, Sir Cloudesley Shovel, Sir John Ashby, Hon. George Rooke, and the Hon. Richard Carter, when combined with the Dutch, consisted of 99 ships of the line, 38 frigates and fireships. The Dutch were commanded by Admiral Allemonde with two Vice-Admirals under him. The French under Tourville had 44 line-of-battle ships and 13 frigates and fireships; and suffered an overwhelming defeat. No less than 39 different medals were struck to commemorate the event. Owing to political reasons five years passed before Admiral Russell was rewarded for his services with the Earldom of Orford.

The first "HOGUE" was a 74-gun ship, launched at Deptford in 1811. She was of 1750 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.



After E. T. Dolby. Lithographed by J. Brandard.

T. H. Parker, Brothers.

THE BOMBARDMENT OF BOMARSUND.

In 1813 the "Hogue" took part in the war with America, while commanded by Captain the Hon. Thomas Bladen Capel, at one time Nelson's signal lieutenant.

In 1813 the "Hogue" drove ashore and destroyed the American privateer "Young Teazer" in Lunenburg Bay, Nova Scotia. On April 7th the boats from the "Hogue" and three other ships were despatched 14 miles up the Connecticut River. Having arrived at Pettipagne Point, the men were landed, and after a slight skirmish with some militia, they succeeded in destroying 27 American privateers of an aggregate tonnage of 5000. They then dropped down the river after dark without rowing, and returned to their ships, having lost

THE KING'S SHIPS

HOGUE

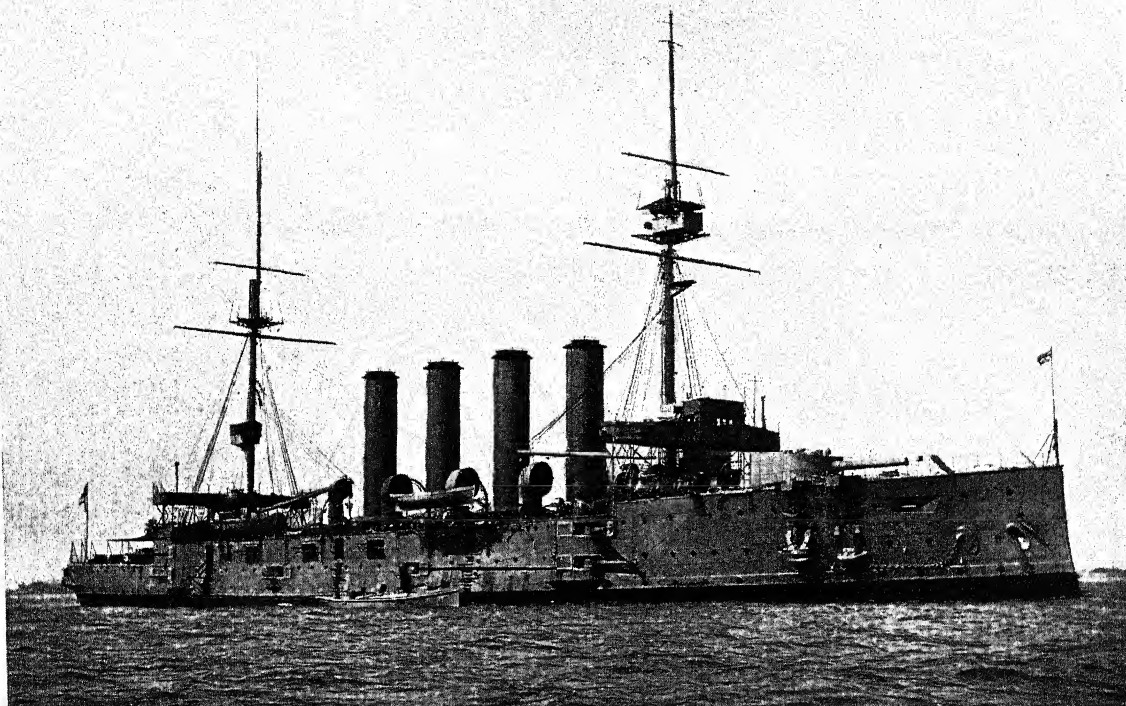
only two killed and two wounded. For this service Commander Richard Coote, who commanded, was promoted to post-captain.

In 1848 this ship was fitted with a screw at Blackwall.

She now became a 60-gun ship of 1846 tons and 450 horse-power, and carried a crew of 660 men. Her length, beam, and draught were 184 ft., 48 ft., and 21 ft.

On March 11th, 1854, the "Hogue," commanded by Captain William Ramsay, was one of a steam fleet of 15 vessels which sailed for the Baltic, under Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington," directly war with Russia was imminent.

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army, reinforced by 2000 French marines, was landed, while two small ships destroyed an inconvenient 7-gun battery. On



THE SECOND "HOGUE."

From the photograph by Ernest Hopkins.

the 10th seven Naval guns were landed, dragged $4\frac{1}{2}$ miles over execrable ground, and took up a prearranged position on the flank of the town. On the following day more guns were landed, some of the "Hogue's" officers and men accompanying them, and on the 16th a combined attack by the Anglo-French forces was begun, the fleet assisting with 10-inch guns. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and fifty-five prisoners were taken, and Bomarsund was reduced and destroyed after Sweden had refused to accept it.

The British forces soon afterwards withdrew from the Baltic.

On March 28th, 1855, the "Hogue," commanded by Captain William Ramsay, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade off the coast of Courland.

The "Hogue" performed no service of note before leaving the Baltic.

In 1865 the "Hogue" was broken up at Devonport.

The second "HOGUE" is a 14-gun twin-screw cruiser, launched at Barrow in 1900. She is of 12,000 tons, 21,000 horse-power, and 23 knots speed. Her length, beam, and draught are 440 ft., 69 ft., and 26 ft.

On September 22nd, 1914, the "Hogue" while commanded by Captain Wilmot S. Nicholson was in company with the "Aboukir" and "Cressy" off the Dutch Coast. All three ships sank after being successfully torpedoed by the German submarine U9. The "Hogue" lost 25 officers and 509 men in the disaster.

HOOD

LORD HOOD

The pacification of Crete, 1896

ADMIRAL SAMUEL, VISCOUNT HOOD.—Born, December 12th, 1724, as the eldest son of the Rev. Samuel Hood, vicar of Butleigh, Somerset. Entered Navy as captain's servant on board the "Romney," May 6th, 1741. Joined the "Garland"



1743, discharged to the "Sheerness" and rated midshipman, serving successively in the "Ludlow Castle" and "Exeter." Acting-Lieutenant in the "Winchelsea" and confirmed as a Lieutenant, June 1746. Fought in the "Winchelsea," capturing the French "Subtile," November 19th, 1746, and was wounded in the hand. Served in the "Greenwich" and "Lyon," and went on half-pay in 1748. Married Susannah Linzee, daughter of the Mayor of Portsmouth, 1749. Remained unemployed until 1753 when he joined the "Invincible" and soon afterwards the "Terrible." Commander, 1754. Proceeded to North American station in the "Jamaica" sloop, and did good service when Boscawen's fleet was suffering badly from fever. Captain 1756, into the "Lively" and then with Commodore Holmes as Flag-Captain in the "Grafton." Temporarily commanded both the "Torbay" and "Tartar." Appointed to the "Antelope," April 1757, and on May 13th drove ashore the French 48-gun ship "Aquilon" in Audierne Bay after a sharp action, and received the thanks of the Admiralty. Appointed to the "Bideford," July 1757, and in February 1758 to the "Vestale." Destroyed the fortifications at Ile D'Aix. Captured French "Bellona," 32, in 1759, after a brilliant action lasting four hours. Took part in Rodney's expedition against Havre de Grace. Served in the Mediterranean until 1763. Appointed to the "Thunderer" guard-ship at Portsmouth, September 1763, and took some troops to North America in 1765. Became Commander-in-chief of the North American Station, hoisting his broad pennant in the "Romney." Commanded the "Royal William" at Portsmouth 1771-73. Commanded the "Marlborough" 1776 and then the "Courageux." Made Governor of the Naval Academy and Commissioner at Portsmouth, 1778. Created a baronet, 1778, Rear-Admiral, September 1780. Was made responsible by H.M. King George III. for the naval education of his son, Prince William, afterwards H.M. King William IV. Assisted to capture St. Eustatius, 1781, with his flag in "Barfleur." Partial action with French Admiral Comte de Grasse off Martinique, 1781. Present as second-in-command in Rear-Admiral Grave's action with the French off the Chesapeake, September 1781. Gained possession of Basse Terre Roads by a brilliant tactical stratagem against De Grasse, January 1782. Present as second-in-command in Admiral Sir George Rodney's complete victory over the French under the Comte de Grasse, April 12th, 1782. Sir Samuel Hood led a small squadron after the victory, and captured four French ships seeking safety in the Mona Passage. Created Baron Hood, of Catherington, Hampshire, September 1782, and received the freedom of the city of London. Member of Parliament for Westminster, 1784. Commander-in-Chief at Portsmouth, 1787-1788. Vice-Admiral, September 1787. Member of Board of Admiralty, July 1788. Appointed Commander-in-Chief in the Mediterranean, March 1793. Commanded in the Anglo-Spanish occupation of Toulon and subsequent evacuation, 1793. Captured and reduced Corsica, 1794. Promoted Admiral, April 1794. Recalled to England, October 1794, on account of differences of opinion with Admiralty and Government. "Oh, miserable Board of Admiralty!" wrote Nelson, "they have forced the best officer in our service away from his command. . . ." Elected an Elder Brother of the Trinity House, March 1795. Created Viscount Hood of Catherington, June 1797. Appointed Governor of Greenwich Hospital, March 1796, and held the post until his death twenty years later. G.C.B., 1815.

Died at the age of 91 on January 27th, 1816, and lies buried in the old cemetery of Greenwich Hospital.

Lord Hood was a brilliant fleet master and tactician, but he was given to criticising his superiors, and to wielding a very caustic pen on the actions of those who had the misfortune to differ from him.

In 1889 this ship-name was revived in honour of the First Sea Lord of the Admiralty—Sir Arthur Hood—subsequently created Lord Hood of Avalon; who died in 1901, and who was a descendant of the eldest brother of the Lord Hood whose biography is briefly given above.

In addition to the two officers named above there were three other distinguished sailors of this name: Admiral Alexander, Viscount Bridport, a younger brother of Viscount Hood; Vice-Admiral Sir Samuel Hood, Bart., a nephew of both Viscount Hood and of Viscount Bridport; and Captain Alexander Hood, also a nephew of the two viscounts, who was killed in the action between the "Mars" and "L'Hercule" in April 1798.



After Hickey.
Engraved by Ridley.

T. H. Parker,
Brothers.

Hood

THE KING'S SHIPS

HOOD

The first "HOOD" was an armed sloop of 361 tons, with a crew of 45 men, known as the "Lord Hood" and hired for service in 1797.

The second "HOOD" was a 91-gun screw ship, launched at Chatham as the "Edgar" in 1858. She was of 2600 tons, 600 horse-power, and carried a crew of 720 men. Her length, beam, and draught were 198 ft., 56 ft., and 18 ft.

On January 23rd, 1860, she was renamed as "Hood."

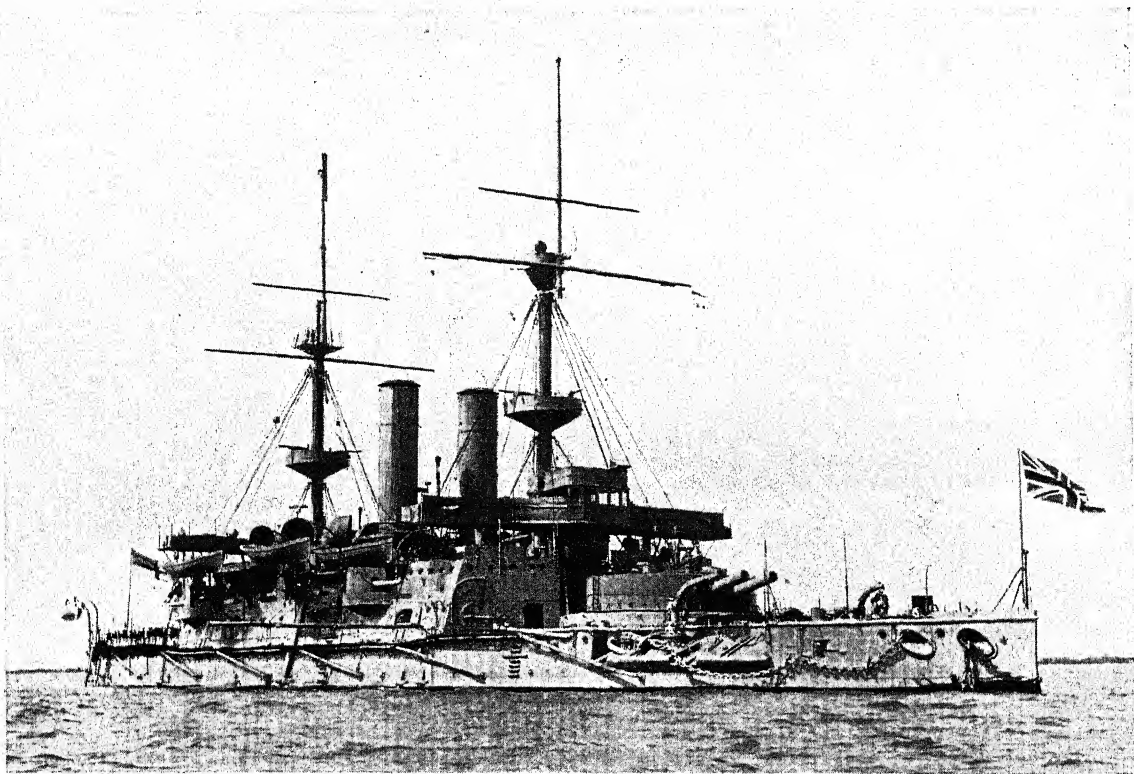
The "Hood" ended her career as a barrack for the Torpedo Company at Woolwich, and she was sold in 1888 for £5000.

The third "HOOD" is a 14-gun twin-screw battleship, launched at Chatham in 1891. She is of 14,150 tons, 13,000 horse-power, and 17.5 knots speed. Her length, beam, and draught are 380 ft., 75 ft., and 27 ft.

In 1896 the "Hood," commanded by Captain Charles C. Drury, assisted in the pacification of Crete, and Captain Drury was rewarded with the thanks of the Foreign Office for his services.

The "Hood" subsequently became a drill ship attached to the Gunnery School at Plymouth, and afterwards at Sheerness and Chatham. She then went to Queenstown, and acted as a receiving ship.

In February 1914 she was made the subject of some torpedo experiments at Spithead.



From the photograph by Ernest Hopkins.

THE THIRD "HOOD."

HORNET

HORNETT

The War of Jenkins's Ear and of the Austrian Succession—
 Action with French privateer 1746
 The Seven Years' War—
 Actions with French squadrons off Cape Breton
 Island 1753
 Captured a French privateer 1762
 The Wars of the French Revolution and Empire—
 The capture of St. Lucia 1803

The capture of Tobago 1803
 Capture of Dutch colonies, Demerara, Essequibo,
 and Berbice 1803

The second China War—
 Operations in Macao Channel and Sandy Bay . . 1857
 The action in Escape Creek 1857
 The battle of Fatshan Creek 1857
 The bombardment and capture of Canton . . . 1857



HORNET.—An insect of the wasp genus about an inch in length, whose sting gives severe pain. It licks the sap of trees and is very partial to sweet things; at times, however, it is markedly carnivorous. The hornet is common throughout Europe, and is represented in the United States by the white-faced hornet.

The first "HORNET" was a 24-gun sloop, launched at Chichester in 1745. She was of 272 tons, and carried a crew of 125 men. Her length, beam, and draught were 91 ft., 26 ft., and 11 ft.

On January 26th, 1746, the "Hornet" was captured by a French privateer. In October 1747 the "Hornet" was retaken from the French and brought into the service again.

In 1755 the "Hornet" was in a squadron of four ships under the command of Commodore Charles Holmes. They cruised off Louisbourg, Cape Breton Island, in July, and nearly succeeded in cutting off a small French force. On another occasion they fought another small French force, which, however, likewise managed to get away.

In 1762 the "Hornet," commanded by Commander George Johnstone, was cruising off the coast of Lisbon when war with Spain broke out. She captured a small French privateer, and putting the "Hornet's" master on board in command (John M'Laurin), despatched her prize in all haste to the West Indies to acquaint Admiral Rodney. This information was most useful, and enabled Rodney to attack Spanish trade in the West Indies before they were aware that hostilities had broken out between the two countries.

In 1770 the "Hornet" was sold for £190.

The second "HORNET" was an 18-gun cutter, purchased in 1763. She was of 97 tons, and carried a crew of 30 men. Her length, beam, and draught were 50 ft., 20 ft., and 7 ft.

The third "HORNET" was a 14-gun sloop, launched at Blackwall in 1776. She was of 305 tons, and carried a crew of 125 men. Her length, beam, and draught were 97 ft., 27 ft., and 13 ft.

It is interesting to observe that in 1777 the man who subsequently became Lord Collingwood served in this ship as a lieutenant. It is still more interesting to know that he was tried by court-martial on a number of charges amounting to disobedience to his captain's orders, and neglect of duty. He was fully acquitted on all counts, but the court admonished him on his apparent want of cheerfulness in carrying on his duties, and "therefore recommended it to him to conduct himself for the future with that alacrity which is so essentially necessary for carrying on His Majesty's service." Two years later he was made a commander into the "Badger," having served only four years as a lieutenant.

In July 1791 the "Hornet" was sold as she lay, in Langston Harbour.

The fourth "HORNET" was a 4-gun gunboat, purchased in 1794. She was of 60 tons, and carried a crew of 25 men. Her length, beam, and draught were 63 ft., 14 ft., and 5 ft.

In 1795 this "Hornet" was broken up at Sheerness.

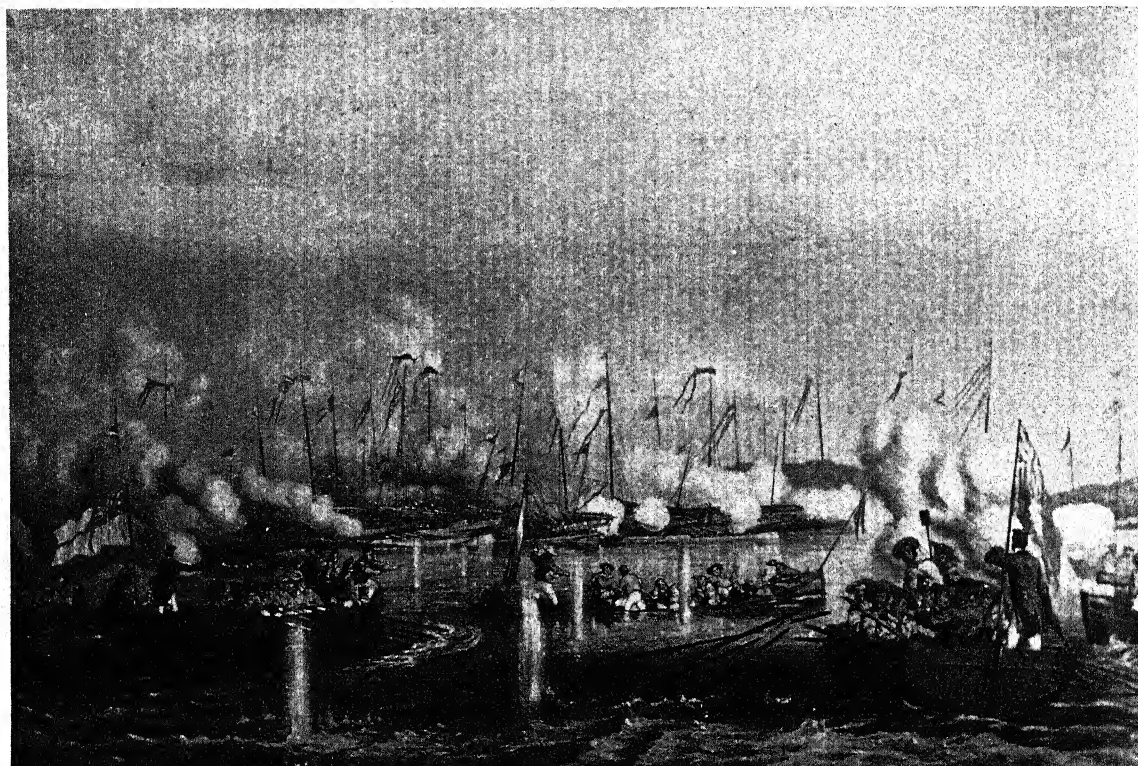
THE KING'S SHIPS

HORNET

The fifth "HORNET" was a 30-gun ship sloop, launched on the Thames in 1794. She was of 423 tons, and carried a crew of 125 men. Her length, beam, and draught were 108 ft., 30 ft., and 9 ft.

On June 21st, 1803, the "Hornet" was in the West Indies as one of a fleet of 14 vessels, commanded by Commodore Samuel Hood with his broad pennant in "Centaur." Accompanied by troops, they anchored at 11 A.M. off St. Lucia. The same evening the French outposts were driven in, and on the 22nd, after the fort had been stormed, St. Lucia surrendered to the British, who had lost 20 killed and 110 wounded. On July 1st the Island of Tobago surrendered to an attack. By the end of September the Dutch colonies of Demerara, Essequibo, and Berbice were captured, together with a Dutch 14-gun corvette, without loss.

In 1817 the "Hornet" was sold.



After O. W. Brierly, R.A. Lithographed by E. Walker.

FATSHAN CREEK.

T. H. Parker, Brothers.

The sixth "HORNET" was a 6-gun schooner, launched at Chatham in 1831. She was of 181 tons, and carried a crew of 33 men. Her length, beam, and draught were 80 ft., 23 ft., and 9 ft.

For some years this vessel was employed in the coastguard service, and in 1845 she was broken up at Chatham.

The seventh "HORNET" was a 17-gun screw sloop, launched at Deptford in 1854. She was of 753 tons, 100 horse-power, and her length, beam, and draught were 160 ft., 32 ft., and 11 ft.

In 1856 and 1857 the "Hornet" took part in the second China War, being commanded by Commander Charles Codrington Forsyth.

In January 1857 an attempt by war junks on the men-of-war in Macao Channel was frustrated by the "Hornet" and other ships.

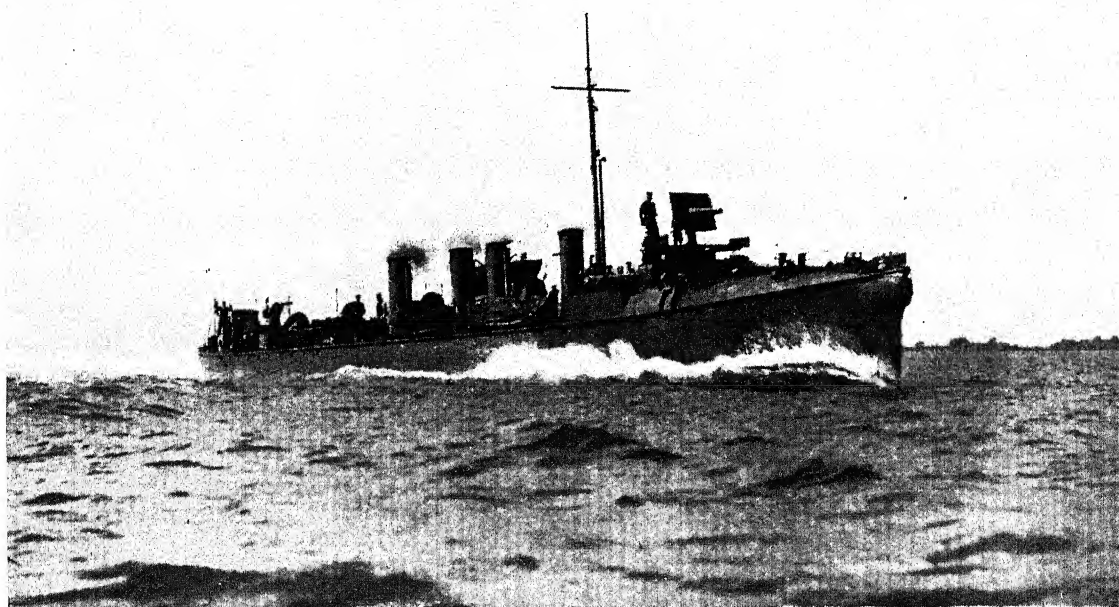
In March the "Hornet" destroyed 17 large Chinese lorchas and junks in Sandy Bay.

On May 25th the boats from the "Hornet" accompanied four small gunboats which

THE KING'S SHIPS

steamed into Escape Creek under Commodore Elliott with his broad pennant in "Hong Kong." While they were thus engaged the "Hornet" watched the entrance to the creek. They at once attacked 41 junks which were moored across the stream, and which opened a spirited fire directly the British approached. The attacking party formed in a line as wide as possible and replied with vigour. After a short time the Chinese hoisted their sails, cut their cables, and fled. The English pursued, and in most cases the junks fired a final broadside ere the boats came alongside, and the crew then leapt overboard and swam ashore. Seventeen junks were captured, and several were burnt by their crews. There were only two casualties from Chinese shell, but several men suffered from sunstroke.

On May 27th the "Hornet" proceeded upon another expedition up Sawshee Channel under Commodore Elliott, and fired many junks, the British loss being 31 wounded.



THE NINTH "HORNET."

From the photograph by H. J. Symonds.

On June 1st, 1857, the boats from the "Hornet" joined a squadron of nine ships under Rear-Admiral Sir Michael Seymour with his flag temporarily in "Coromandel," which took part in the battle of Fatshan Creek. An assaulting party landed and attacked the forts while the ships and boats advanced on the junks. The fort was soon captured by Commodore Elliott, and the guns were turned on the junks. The gunboats grounded, but the boats pushed on in face of a heavy fire, and the Chinese abandoning their vessels, the British soon captured fifty. Twenty junks were found 3 miles farther up, and in the attack and subsequent capture of these the "Calcutta's" launch and Commodore Keppel's galley were both sunk. Some of the fleeing junks were chased 7 or 8 miles, and then burned. The British lost 13 killed and 44 wounded, among which were 3 officers killed and 4 wounded. The Chinese defended themselves vigorously, using boarding nets with effect, and at first caused the British to withdraw.

On December 28th, 1857, the "Hornet," commanded by Commander William Montagu Dowell, was one of a Franco-British fleet of 32 ships which took part in the bombardment of Canton under Admiral Sir Michael Seymour. British and French troops and a Naval Brigade, 1500 strong, were landed and co-operated in the attack. On the 29th scaling-ladders were

THE KING'S SHIPS

HORNET

sent forward, and an hour after the assault the town was captured and occupied and 400 guns were destroyed. The Naval Brigade in the whole operations lost 7 killed and 32 wounded.

In 1865 the "Hornet" was broken up.

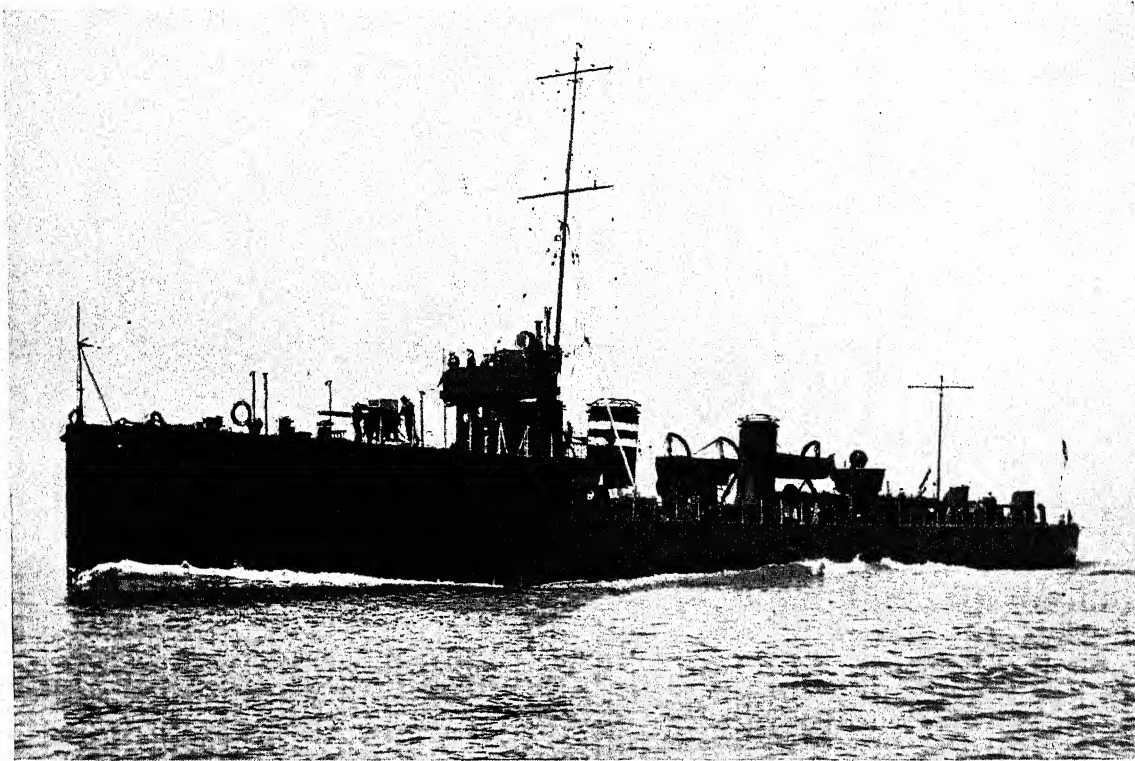
The eighth "HORNET" was a 4-gun twin-screw gunboat, launched at Stockton in 1868. She was of 584 tons, 506 horse-power, and 10 knots speed. Her length, beam, and draught were 155 ft., 25 ft., and 9 ft.

In 1888 the "Hornet" was sold.

The ninth "HORNET" was a twin-screw torpedo-boat destroyer, launched at Poplar in 1893. She was of 260 tons, 3800 horse-power, and 26 knots speed. Her length, beam, and draught were 180 ft., 18 ft., and 5 ft.

In 1909 the "Hornet" was sold for £1200.

The tenth "HORNET" is a 2-gun torpedo-boat destroyer, launched at Clydebank in 1911. She is of 780 tons, 13,500 horse-power, and 27 knots speed. Her length, beam, and draught are 240 ft., 26 ft., and 11 ft.



THE TENTH "HORNET."

From the photograph by Ernest Hopkins.

HUNTER

Early sheathing	1670	The Seven Years' War—	
The War of the English Succession—		A bold reconnaissance	1756
The battle of Beachy Head	1690	The capture of Quebec	1759
The battles off Cape Barfleur and La Hogue	1692	The right of search	1762
		Capture of a Dutch squadron	1762
The War of the Spanish Succession—		The War of American Independence—	
Rooke's expedition to Cadiz	1702	Action with American privateers	1775
Destruction of the Franco-Spanish fleet at Vigo	1702	Operations in the River Penobscot	1779
The battle off Velez Malaga	1704	The War with America—	
		The battle of Lake Erie	1813



HUNTER.—A huntsman; a dog that scents game; a horse used in the chase; a hunting-watch.

The first "HUNTER" was a small vessel, captured from the Dutch in 1652.

In 1653, while in action against the Dutch, the "Hunter" was captured, and thus became restored to her original owners.

The second "HUNTER" was a 50-ton vessel, mounting 6 guns, captured from the Spaniards in 1656.

In 1670 the practice of sheathing the bottoms of ships with lead to better their speed and preserve their hulls was introduced. By command of Charles II. the "Phoenix" was thus treated, and in consequence of a favourable report the "Hunter" and some others were likewise treated. But in spite of the satisfactory result, several shipwrights and Naval officers were opposed to the innovation, and it was soon discontinued.

The third "HUNTER" was a small vessel belonging to the Bombay Marine, built probably in 1670.

The fourth "HUNTER" was an 8-gun fireship of 254 tons, launched at Rotherhithe in 1690. She carried a crew of 45 men, and her length, beam, and draught were 93 ft., 25 ft., and 10 ft.

In 1690 the "Hunter," commanded by Captain Thomas Kercher, was in the Blue or Rear squadron of the combined Anglo-Dutch fleet under Admiral Lord Torrington, who flew his flag in "Royal Sovereign," which met the French fleet under Admiral Tourville in the battle of Beachy Head.

The allies had 12 ships and 500 guns less than the French. The battle was fought on June 30th, and the allies were badly beaten, losing eight or nine ships while the French lost none. The loss of life on both sides was considerable. The Dutch lost two flag-officers and the English three captains. The English Commander-in-Chief was tried by court-martial, and though acquitted, was superseded, and never again employed.

In 1692 the "Hunter," commanded by Captain Thomas Rooke, was one of a combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell with his flag in "Britannia," which met the French who were still under Admiral Tourville, the victor at Beachy Head.

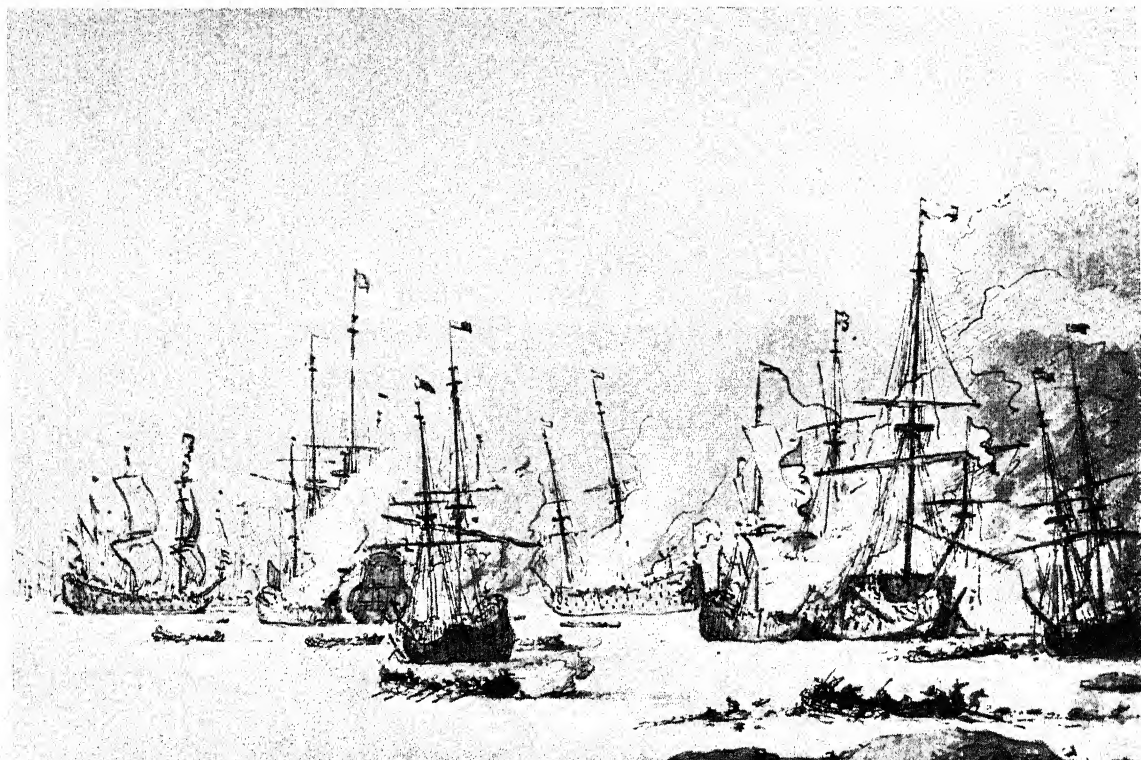
The Anglo-Dutch fleet consisted of 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French fleet consisted of 44 ships of the line, 13 frigates and fireships, and 3240 guns. The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. The French vessels were hauled close inshore. The French troops, destined for the invasion of England, assisted in the defence, but were pulled off their chargers by the seamen's boathooks. The French made a most gallant defence, but were completely defeated at the end of the six days' operations; some 20 of their ships escaped

THE KING'S SHIPS

HUNTER

by running through the dangerous Race of Alderney, and 4 even went all the way round Scotland ere they reached a French port in safety. Many fireships were expended in the Bay of La Hogue, but the "Hunter" was not among them.

In 1702 the "Hunter," commanded by Captain Sir Charles Rich, Bart., was one of an Anglo-Dutch fleet under Admiral Sir George Rooke which operated against the Franco-Spaniards. Our fleet consisted of 30 English and 20 Dutch ships of the line, besides cruisers, bombs, fireships, storeships, transports, hospital ships, and tenders—160 sail in all. They anchored about 6 miles from Cadiz on August 12th. On the 15th, after much indecision and many councils of war, a landing was effected at Rota, and on the 16th Rota surrendered after some resistance. The men on shore then became completely demoralised with drink and licentiousness. Nothing further was done by Sir George Rooke except to hold councils of war,



Drawn by W. Van de Velde, senior.

THE BATTLE OFF LA HOGUE.

British Museum.

and the fleet left the neighbourhood of Cadiz on September 19th. The "Hunter" accompanied the allied fleets to Vigo, and the enemy were discovered in Redondela Harbour defended by a stout boom of masts, yards, and cables. Owing to the narrowness of the waters, only a portion of the fleet operated, the "Hunter" being fortunate enough to secure a place. After the boom had been broken by Vice-Admiral Hopsonn in the "Torbay," the entire Franco-Spanish fleet was either taken, burned, or destroyed. Enormous treasure and booty fell into the hands of the victors, 41 of the enemy's craft suffered, and Sir George Rooke's inactivity at Cadiz was covered.

In 1704 the "Hunter," commanded by Captain Thomas Legg, junior, lay to in the Straits under the Admiral during the siege of Gibraltar, and upon the fall of that fortress she stood over to the Barbary coast, watered, and then continued the search for the French fleet. It was found on August 12th in a small gale off Cape Malaga.

The Anglo-Dutch fleet consisted of 51 ships and 3636 guns, commanded by Admiral of the Fleet Sir George Rooke. The Franco-Spanish fleet consisted of 51 ships and 3596 guns, commanded by Admiral Count de Toulouse. The battle took place on August 13th off Velez Malaga and lasted from 10 A.M. to 7 P.M., when the Franco-Spanish hauled off. On neither side was any ship taken, and it was a drawn battle, both sides claiming the

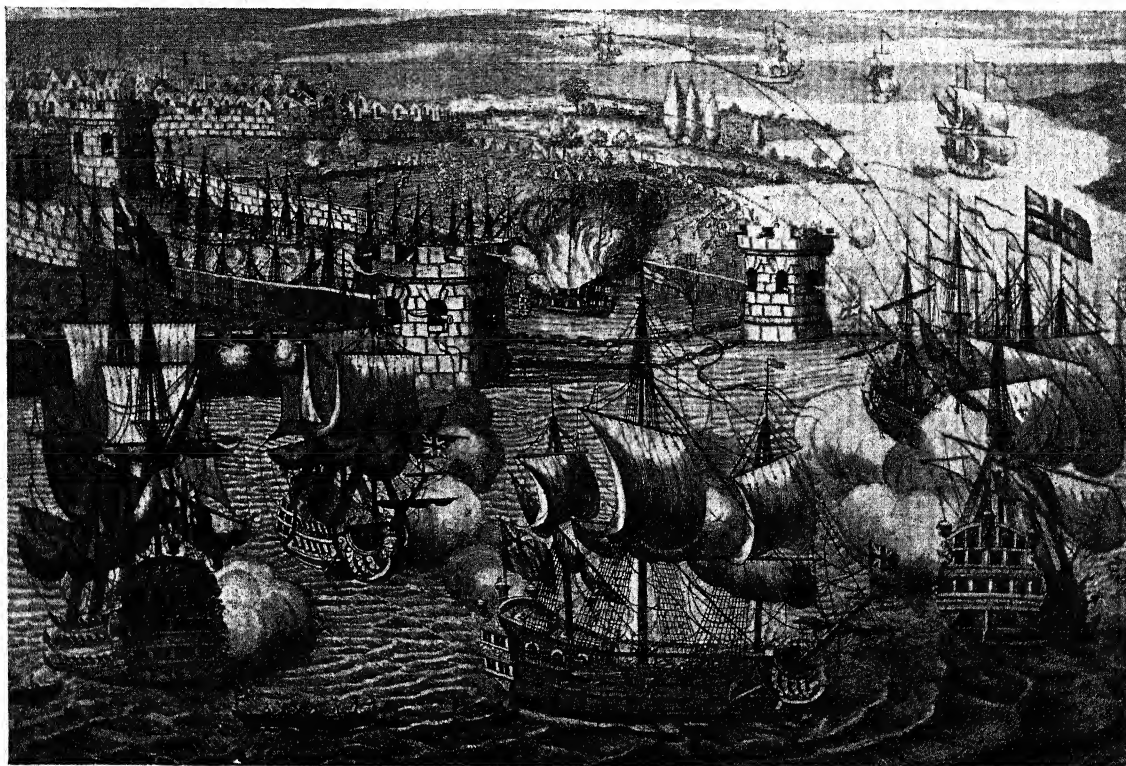
THE KING'S SHIPS

victory. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed and more than as many wounded.

In January 1709-10 this ship was made a fifth-rate, and in 1710 she was taken by the enemy.

The fifth "HUNTER" was a 10-gun hired cutter.

In 1756 the "Hunter," commanded by Lieutenant Cockburn, was one of a fleet of 18 ships of the line and small craft cruising off Brest under Admiral the Hon. Edward Boscawen. As threats of invasion loomed large in the public mind, Boscawen determined on bold means to discover the state and number of the fleet inside. The "Hunter" was despatched to reconnoitre, and under cover of darkness Lieutenant Cockburn proceeded close to the harbour mouth. Then, with five companions in a small boat, he went right up the harbour and rowed



Published by W. Rayner.

ROOKE AT VIGO.

Royal United Service Institution.

all round the men-of-war, which he counted and classified. He then cut the cables of a French barque laden with wine, boarded and captured her, and carried her off.

The sixth "HUNTER" was a 22-gun ship sloop, launched on the Thames in 1756. She was of 238 tons, and carried a crew of 100 men. Her length, beam, and draught were 89 ft., 24 ft., and 7 ft.

In 1759 the "Hunter," commanded by Commander William Adams, was one of a fleet of 49 ships, besides transports, under Vice-Admiral Charles Saunders as Commander-in-Chief with his flag in "Neptune." They left Spithead on February 17th and, having secured pilots by a ruse, they anchored a few miles below Quebec on June 26th with nearly 10,000 troops. On June 28th the French sent down seven fireships and two fire-rafts, but these were grappled and towed clear by the skill and activity of the seamen. The troops were landed and attacked Quebec on September 13th; the seamen assisted with guns. On this day both General Wolfe and the Marquis of Montcalm, the English and French Commanders-in-Chief of the troops, were mortally wounded. After some fighting the French retired. Additional ships were brought up to bombard, and on the 17th the enemy offered to surrender. On September 18th the Vice-Admiral was one of the signatories of the acceptance of the surrender.

THE KING'S SHIPS

HUNTER

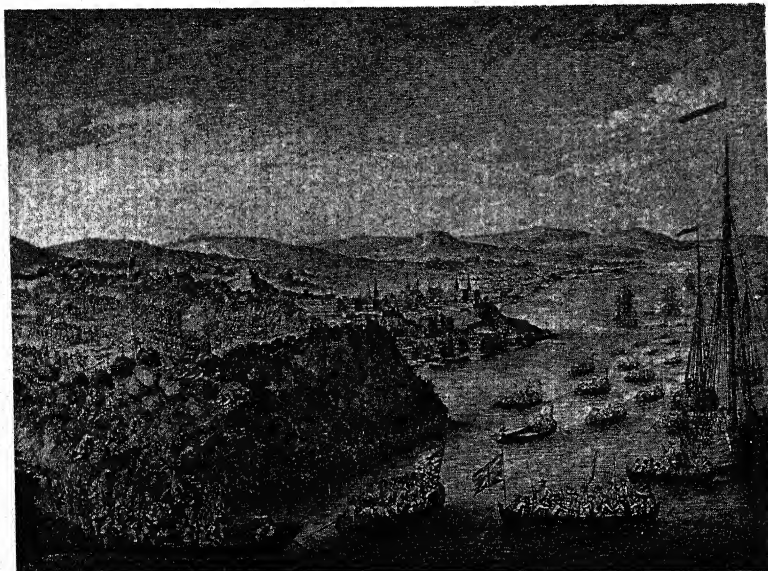
In September 1762 the "Hunter," commanded by Commander James Ferguson, fell in with a Dutch flotilla of four merchantmen convoyed by a 36-gun frigate. The Dutch were

suspected of supplying provisions and stores to the French. The "Hunter" was refused permission to search, whereupon she returned and brought up three more ships. Again the Dutch refused, whereupon the senior officer sent boats to board the merchantmen. An action followed which, in fifteen minutes, resulted in all the Dutch vessels submitting to capture. They were found to contain stores, and were detained. The Dutch frigate lost four killed and five wounded, and was allowed to proceed.

On November 23rd, 1775, the "Hunter," while taking part in the war with the American colonies, was captured off Boston by two American privateers.

On August 14th, 1779, the "Hunter" was recaptured from the Americans by the expedition up the River Penobscot, commanded by Captain Sir George Ralph Collier.

In December 1780 this "Hunter" was sold at New York.



From an old print published by Laurie & Whittle.

British Museum.

CAPTURE OF QUEBEC.



Painted by D. Serres, R.A.

DEFEAT OF FRENCH FIRESHIPS AT QUEBEC.

Royal Naval College, Greenwich.

THE KING'S SHIPS

The seventh "HUNTER" was a 14-gun cutter, purchased in 1763. She was of 72 tons, and carried a crew of 28 men. Her length, beam, and draught were 50 ft., 20 ft., and 8 ft.

This vessel was sold out of the service in September 1771.

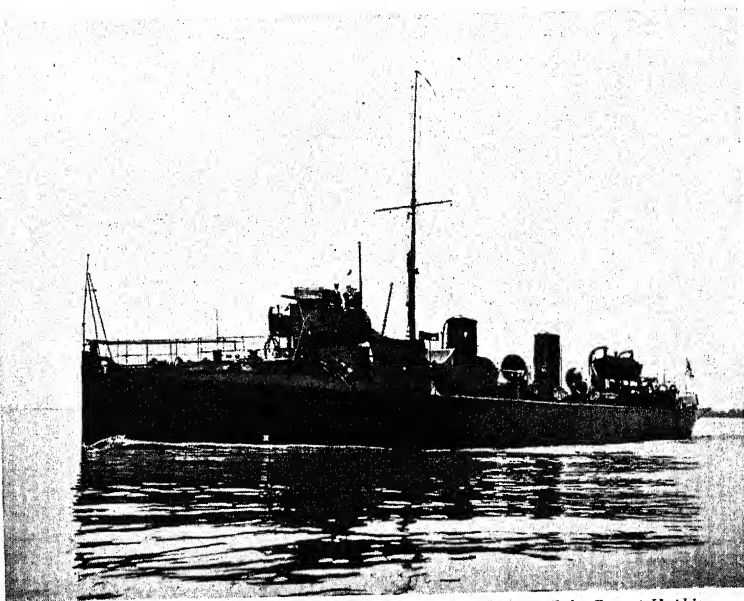
The eighth "HUNTER" was a 16-gun sloop, purchased while building in 1795 and launched at Bermuda in 1796. She was of 336 tons, and carried a crew of 121 men. Her length, beam, and draught were 103 ft., 26 ft., and 14 ft.

On December 27th, 1797, the "Hunter," while commanded by Commander Tudor Tucker, was wrecked and lost on Hog Island, Virginia.

The ninth "HUNTER" was an 18-gun brig, purchased in 1801. She was of 309 tons, and carried a crew of 110 men. Her length, beam, and draught were 91 ft., 28 ft., and 10 ft.

In 1809 the "Hunter" was broken up.

The tenth "HUNTER" was a small cutter, probably hired for service. On February 27th, 1807, she was lost, with all hands, off Hasborough.



From the photograph by Ernest Hopkins.

THE FOURTEENTH "HUNTER."

The eleventh "HUNTER" was a 10-gun brig of 180 tons, launched for the war with America on the North American Great Lakes.

In 1813 the "Hunter," commanded by Lieutenant George Bignell, took part in the war with America, in the fighting on Lake Erie.

On September 10th, 1813, the "Hunter" was one of a squadron of six vessels under Commander Robert Barclay, which fought the Americans under Captain Oliver Perry in the battle of Lake Erie. The Americans had nine vessels, and a fight of great obstinacy was waged for some hours. The British were defeated, and lost 41 killed and 94 wounded. The Americans, who captured the entire squadron, and thus gained the complete control of the Upper Lakes, lost 27 killed and 96 wounded, of which number 3 subsequently died.

The twelfth "HUNTER" was a 13-ton schooner, purchased for special service at Halifax. Her length, beam, and draught were 40 ft., 11 ft., and 5 ft.

The thirteenth "HUNTER" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 237 tons, 140 horse-power, 8 knots speed, and carried a crew of 36 men. Her length, beam, and draught were 110 ft., 22 ft., and 4 ft.

In 1884 the "Hunter" was sold.

The fourteenth "HUNTER" was a twin-screw torpedo-boat destroyer, launched at Govan in 1895. She was of 295 tons, 4000 horse-power, and 27 knots speed. Her length, beam, and draught were 200 ft., 20 ft., and 7 ft.

In 1912 this "Hunter" was sold for £1370.

HUSSAR

The Seven Years' War—

Destruction of French "Alcion"	1757
Captured French "Vengeance"	1758
Hawke's operations off Basque Roads	1758
Destruction of French brig at Ile de Ré	1758
The reduction of Isle d'Aix	1758
The blockade of Dunkirk	1759
Captured four French ships in Tiberon Bay	1762

The War of American Independence—

Captured Spanish "Nuestra Señora del Buen Confeso"	1778
Operations in Delaware River	1778

Lord Howe's action with D'Estaing off New York	1778
The blockade of the American coast	1779
Captured French "Sibylle"	1783

The Wars of the French Revolution and Empire—

Assisted to capture French "Prévoyante," and French "Raison"	1795
The blockade of Brest	1803-4
The Walcheren expedition	1809
The capture of Java	1811
The capture of Madura	1811

The pacification of Crete	1897
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HUSSAR.—Hussars are light cavalymen whose uniform resembles the national dress of Hungary. Since the eighteenth century Hussar regiments have been found in most European countries. Hussar is derived from the Hungarian word *Husz*=20. The original Hussars were heavily armed horsemen raised by King Matthias Corvinus of Hungary (1459-1490) by compelling every twentieth man in each village to serve.

The first "HUSSAR" was a 28-gun frigate, launched at Chatham in 1757. She was of 586 tons, and carried a crew of 200 men. Her length, beam, and draught were 118 ft., 34 ft., and 10 ft.

On November 23rd, 1757, the "Hussar," commanded by Captain John Elliot, in company with the "Dolphin," 24, met a French two-decked ship. Who the stranger was did not appear at the time, but the frigates so handled her that at the end of two hours she sank. It was not possible to pick up any of her crew. It subsequently transpired that she was the French 50-gun ship "Alcion."

On January 8th, 1758, the "Hussar," commanded by Captain John Elliot, fought an action with, and captured, the French 32-gun privateer "Vengeance," which was added to the Navy under her own name. The "Hussar" lost 6 killed and 15 wounded, while the French ship suffered a loss of 52 killed and 32 wounded.

On March 11th, 1758, the "Hussar," commanded by Captain John Elliot, left Spithead in a squadron of seven ships of the line and three frigates under the command of Admiral Sir Edward Hawke. They reached Basque Roads on April 4th, and sighted a number of French vessels escorted by three frigates. The English gave chase, but the enemy escaped into St. Martin, Ile de Ré, except one small brig, which was engaged, driven ashore, and burned by the "Hussar." On the same day the English ships chased a French squadron, which managed to escape, though several ran aground and were lost. On the 5th the squadron landed men on the Isle d'Aix, and having destroyed and reduced the works there, re-embarked and returned to England.

In 1759 the "Hussar," commanded by Captain Robert Carkett, was one of a fleet of 11 vessels commanded by Commodore William Boys. The French had assembled an expedition at Dunkirk with a view to a sudden descent upon Scotland or Ireland. Throughout the summer and early autumn they were closely blockaded by the British fleet; but in October, Commodore Boys was blown off his station by a gale of wind, and the French escaped. Boys pursued but without avail, and as the French destination was unknown, he contented himself by cruising off the coast of Scotland with the object of preventing any sudden raid there.

On April 3rd, 1763, the "Hussar," commanded by Captain Robert Carkett, attacked four French ships lying protected by a fort in Tiberon Bay. She sank one of 14 guns, burned one mounting 16 guns, and carried off to Jamaica one mounting 16 and another mounting 12 guns. This dashing and courageous enterprise was successfully carried out with a loss of only 1 killed and 12 wounded.

In May 1762 the "Hussar," commanded by Captain Robert Carkett, was wrecked and lost off Cape François in the West Indies.

The second "HUSSAR" was a 28-gun frigate, launched on the Thames in 1763. She was of 627 tons, and her length, beam, and draught were 114 ft., 34 ft., and 11 ft. She carried a crew of 200 men.

On November 19th, 1778, the "Hussar," commanded by Captain Elliot Salter, was escorting a large convoy to England from Lisbon. She sighted a Spanish two-decked ship and at once chased her. She came up with her on November 20th and an engagement began. The Spaniard, with a crew of 120 men and throwing a broadside of 168 pounds, was opposed to the "Hussar," with a crew of 198 men and a broadside of 114 pounds. The Spaniard, which turned out to be the "Nuestra Señora del Buen Confeso," was in reality a 64-gun ship, but as she carried a valuable cargo, she was armed *en flûte*. After an action lasting three-quarters of an hour she struck her colours with a loss of 27 killed and 8 wounded. The "Hussar" had 4 killed and 10 wounded.

In November 1779 the "Hussar," while commanded by Captain Charles Maurice Pole, was wrecked and lost on the Pot Rock near Hell Gate, New York.

The third "HUSSAR" was a 1-gun galley with a crew of 80 men, employed during the war with the American colonies.

On May 6th, 1778, the "Hussar," under the orders of Captain John Henry, with a small flotilla and a battalion of infantry, ascended the Delaware from Philadelphia, the object being to destroy various works and vessels which the Americans possessed high up the river on the New Jersey shore. A landing was effected at Bordentown: a battery was destroyed, and no less than 44 American sail were either burned, sunk, or otherwise destroyed. Towards the end of May the expedition returned to Philadelphia without the loss of a single man.

In 1778 the "Hussar," commanded by Lieutenant Sir James Barclay, Bart., left New York on August 9th in a fleet consisting of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys, commanded by Vice-Admiral Lord Howe with his flag in "Eagle." A French fleet approached under command of Vice-Admiral Comte d'Estaing. On the 9th, 10th, and 11th the two fleets manœuvred for position. On the 11th Lord Howe, shifting himself to a small ship, placed her between the two fleets for the purpose of observation. That night the sea was too rough for his lordship to return to his own ship, and a storm sprang up which threw the two fleets into confusion, scattering the ships and causing numerous disasters. On the evening of the 13th two English and two French ships engaged with indecisive results, and one English and one French ship fought a small action on the 14th. The fleet assembled again at Sandy Hook on August 17th.

The fourth "HUSSAR" was a 26-gun frigate of 586 tons, captured from the Americans in May 1780, and called by them the "Protector."

She belonged to the state of Massachusetts, and was taken by the "Roebuck" and "Medea." She was added to the Royal Navy as a 28-gun frigate named "Hussar."

On January 22nd, 1783, the "Hussar," commanded by Captain Thomas Macnamara Russell, sighted off the American coast the French frigate "Sibylle" flying signals of distress and making off. The "Hussar" bore down to give assistance, when the Frenchman suddenly fired a broadside. An action followed and lasted for one hour. The French ship had her magazine flooded by shot wounds below the waterline, and further resistance being useless she struck her colours. Captain Russell broke the French captain's sword for his treachery and made him a state prisoner; and subsequently declined the honour of knighthood.

In August 1783 the "Hussar" was sold for £1540.

The fifth "HUSSAR" was a 28-gun frigate, launched at Sandgate in 1784. She was of 594 tons, and carried a crew of 200 men. Her length, beam, and draught were 120 ft., 33ft., and 11 ft.

On May 17th, 1795, the "Hussar," commanded by Captain John P. Beresford, while in company with the "Thetis," captured off Cape Henry two large French storeships attached to a squadron of five. The names of the prizes were "Prévoyante," 40 guns, and "Raison," 24 guns. The British lost 11 wounded. Both French ships were armed *en flûte* with 24 and 18 guns respectively.

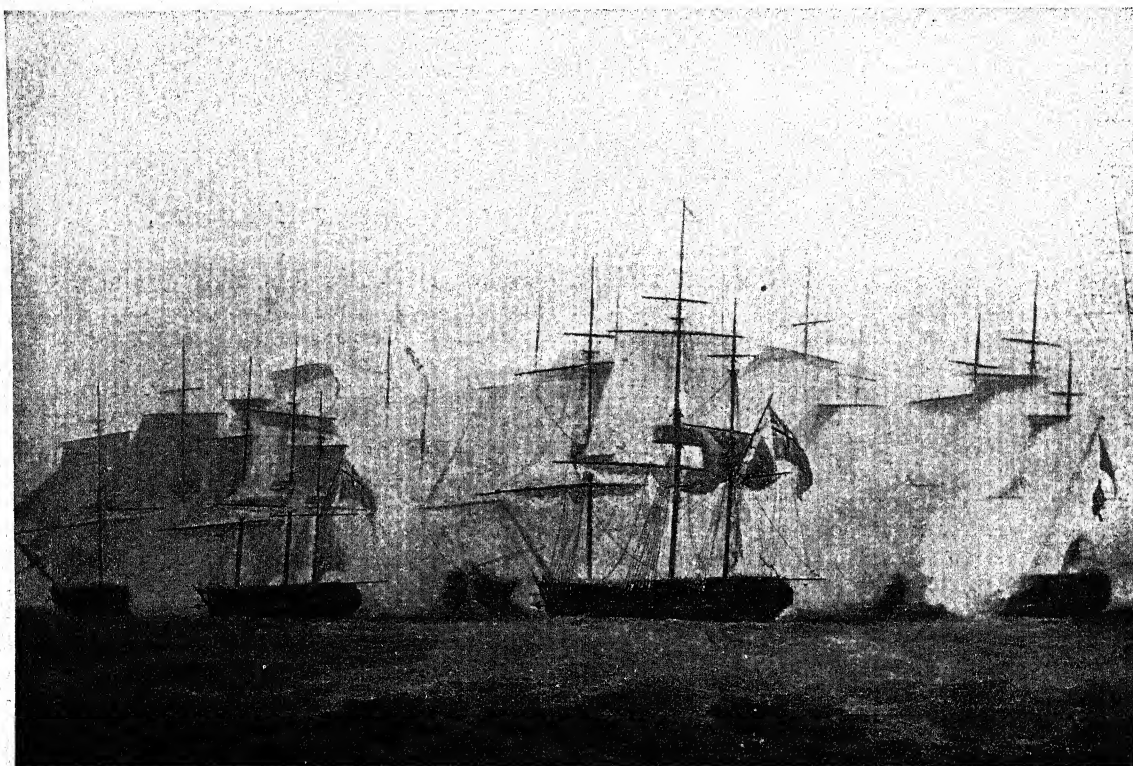
THE KING'S SHIPS

HUSSAR

On December 27th, 1796, the "Hussar," while commanded by Captain James Colnett, was wrecked and lost near Isle Bas, her crew being saved.

The sixth "HUSSAR" was a 14-gun sloop, captured from the French in 1798. She was of 413 tons, and carried a crew of 120 men. Her length, beam, and draught were 105 ft., 30 ft., and 8 ft.

The seventh "HUSSAR" was a 38-gun frigate, launched at Woolwich in 1799. She was of 1043 tons, and carried a crew of 280 men ; her length, beam, and draught being 150 ft., 40 ft., and 12 ft.



After N. Pocock. Engraved by J. Wells.

Alfred Davis.

THE "HUSSAR" AND "THETIS" ENGAGING FIVE FRENCH SHIPS.

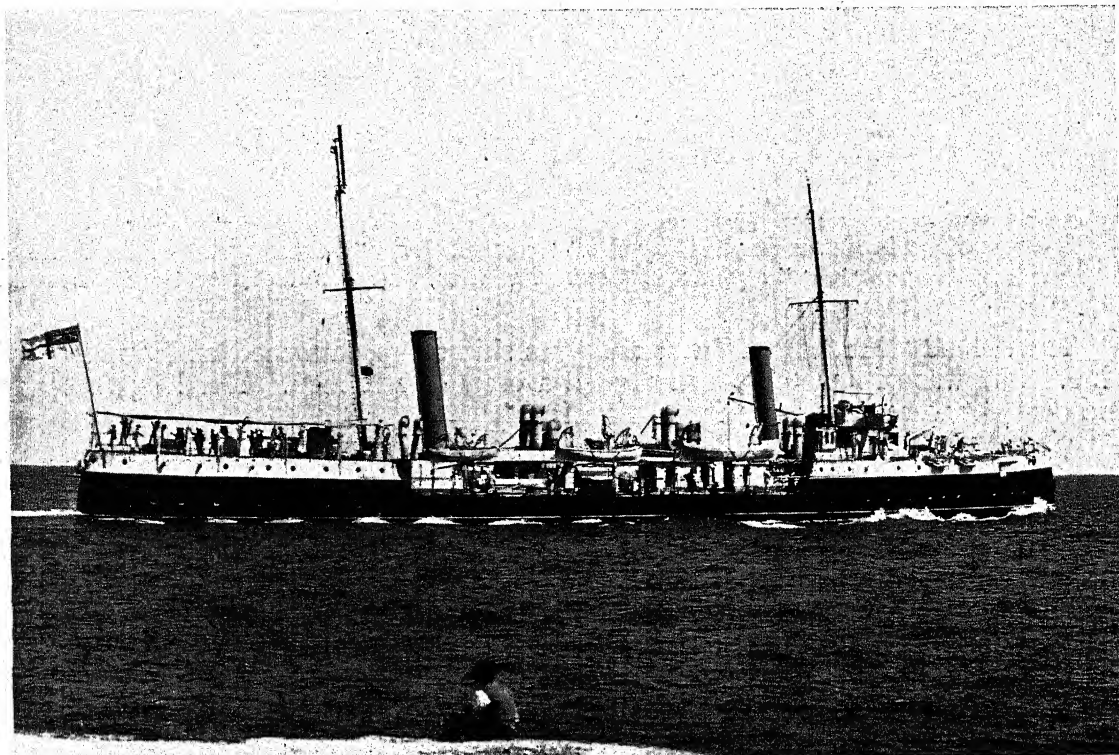
In February 1804 the "Hussar," commanded by Captain Philip Wilkinson, was wrecked and lost on the Saintes, in the Bay of Biscay.

The eighth "HUSSAR" was a 38-gun frigate, launched at Buckler's Hard in 1807. She was of 1077 tons, and carried a crew of 284 men. Her length, beam, and draught were 154 ft., 40 ft., and 15 ft.

On July 28th, 1809, the "Hussar" sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde, and at Antwerp ; to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a Naval character. The fleet assisted by bombarding, and in the landing of a Naval Brigade ; also in the capture of the Island of Walcheren, and the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren with its batteries, basins, and arsenals had been reduced the British force withdrew.

THE KING'S SHIPS

In 1811 the "Hussar," commanded by Captain James Coutts Crawford, was one of a combined fleet of about 40 men-of-war and East Indiamen, commanded by Rear-Admiral the Hon. Robert Stopford with his flag in "Scipion." On August 2nd the fleet left Boompjes Island to attack the Island of Java, then in possession of the Dutch, and on the 4th 8000 men were landed. Batavia surrendered on August 8th, and was thenceforward used for the occupation of troops and as a base for the fleet. On August 20th the formal siege of Meester Cornelis, in which no fewer than 280 guns were mounted, was begun. A brigade of seamen and marines assisted in the operations and repulsed a Dutch sortie on the 22nd. On the 24th a furious cannonade began, and at midnight on the 25th the formidable works were successfully stormed and carried after a bloody struggle. Five thousand Dutchmen were taken prisoners, and more than a thousand fell in the action and pursuit. The total British



THE NINTH "HUSSAR."

From the photograph by Richard Ellis.

loss was 156 killed, 788 wounded, and 16 missing, to which the Navy contributed 15 killed, 55 wounded, and 1 missing.

The marines from the "Hussar" then assisted in the capture of the outlying Island of Madura.

For some years the "Hussar" acted as a receiving ship at Chatham, but she was eventually fitted for gunnery experiments and was burnt at Shoeburyness in 1861.

The ninth "HUSSAR" is a 2-gun twin-screw gunboat, launched at Devonport in 1894. She is of 1070 tons, 3500 horse-power, and 19 knots speed. Her length, beam, and draught are 250 ft., 30 ft., and 9 ft.

In 1897 the "Hussar" was employed in the pacification of the Island of Crete, which led to the appointment of Prince George of Greece as High Commissioner, under the suzerainty of the Sultan of Turkey.

The last Turkish troops to be removed from the island were conveyed to Salonica by the "Hussar."

This gunboat was eventually converted into a special service ship for service with the Commander-in-Chief in the Mediterranean, and has now only one mast.

HYACINTH

HYACINTHE

The Wars of the French Revolution and Empire—

Boat attack at Malaga 1812
 Operations on the coast of Granada 1812

The first China War—

The blockade of Canton, etc. 1839
 Action with junks off Chuenpee 1839

Operations at Macao and Chuenpee 1841

The defence of Chusan, Chinhai, and Ningpo 1842

Suppression of West African slavery 1844

Destruction of Brazilian slave brig 1844

The Somaliland campaign 1904

Minor operations in Persian Gulf, etc. 1910, etc.



HYACINTH.—In Greek mythology a young Lacedaemonian prince of great beauty, son of Amyclas. He was the favourite of both Apollo and of Zephyr, but himself preferred the former. Zephyr is said to have killed him with a quoit, from jealousy. But Apollo caused the flower which bears his name to grow from his blood, engraving on its petals the initial letter of his name. But the Greek hyacinth was obviously not the flower known to us by that name, but was probably a kind of iris.

The first "HYACINTH" was a small prize, captured from the French.

She was taken in November 1692 by the "Deptford" and "Portsmouth" in the Channel.

She was the privateer "Hyacinthe" out of Nantes, and was added to the fleet as the "Hyacinth."

The second "HYACINTH" was a 24-gun ship sloop, launched at Yarmouth in 1806. She was of 424 tons, and carried a crew of 121 men. Her length, beam, and draught were 109 ft., 30 ft., and 10 ft.

On April 29th, 1812, the "Hyacinth," Captain Thomas Ussher, sent her boats with those



Drawn by Admiral Sir Edward Fanshawe.

Miss A. E. Fanshawe.

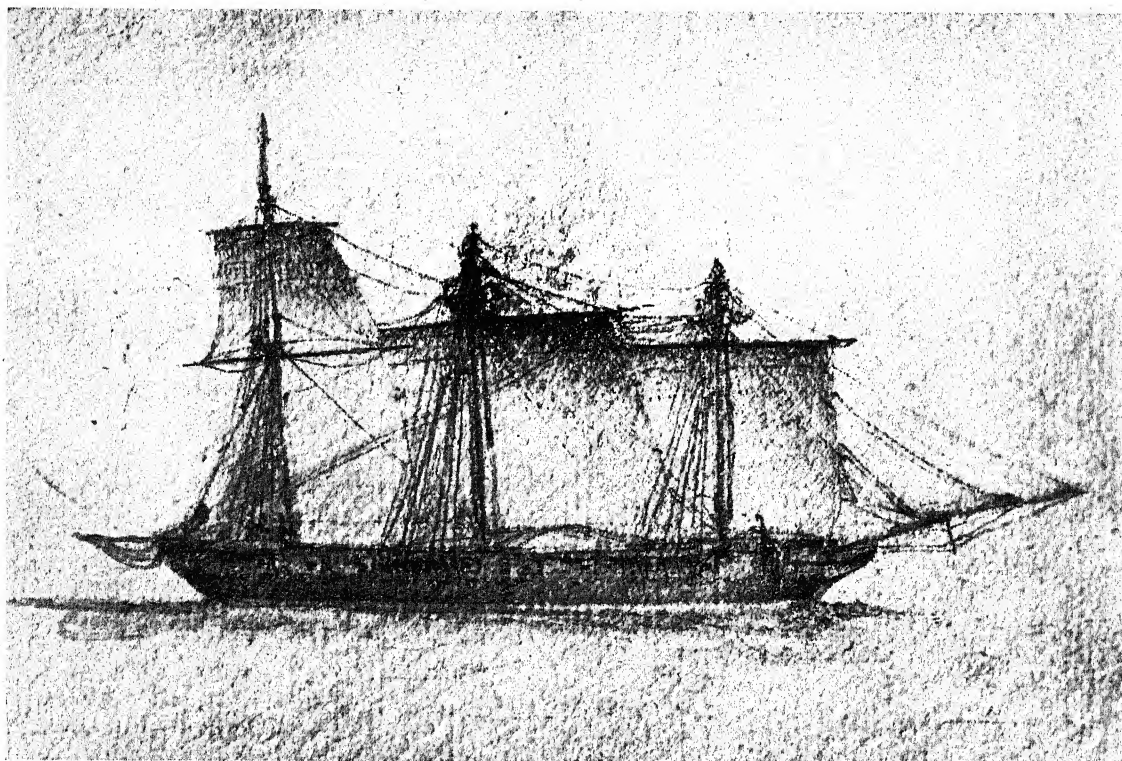
THE THIRD "HYACINTH" IN A GALE.

of the "Goshawk" and "Resolute," under Captain Ussher, to attack a flotilla of privateers lying within the mole at Malaga and protected by two batteries. They were commanded by Giuseppe Barbastro, the most famous of Genoese privateersmen, whose name even now is the centre of many wondrous traditions in Italy. One battery was carried and its guns turned on the other, but without compelling its surrender. The English brought out two vessels, and left the rest as much damaged as possible. The British lost 15 killed and 53 wounded.

That Captain Ussher's conduct was duly appreciated may be seen by the public letter he received from Commodore Penrose :

GIBRALTAR, May 6th, 1812.

SIR,—I have the honour to acknowledge the receipt of your letter of April 30th, detailing the account of your very spirited and well-planned attack on the enemy's ships and vessels in the mole of Malaga, and the batteries which protected them.



Drawn by Admiral Sir Edward Fanshawe.

Miss A. E. Fanshawe.

THE THIRD "HYACINTH" AFTER BEING VISITED BY LIGHTNING.

That the failure of the wind or any other cause, should have prevented the full success of an enterprise you had so judiciously arranged, and given more time to the enemy to annoy your brave followers, I most deeply regret.

It is with sincere pleasure I inform you, that I have the most favourable accounts of the state of the wounded who have arrived here. I am happy to find it is Barbastro's own vessel which you have captured, and that you possess the eagle presented to him by Buonaparte as an honourable trophy. The presentation of eagles to the slaves of a tyrant cannot enable them to withstand the invincible energy of British seamen.

I shall enclose copies of your letter to me to the Commander-in-Chief and Lords Commissioners of the Admiralty, with my testimony of approbation of your conduct, and to enable them to see the names of the officers you recommend, and the gallantry with which the enemy's batteries and privateers were carried. . . . I have the honour to be, etc.,

C. V. PENROSE.

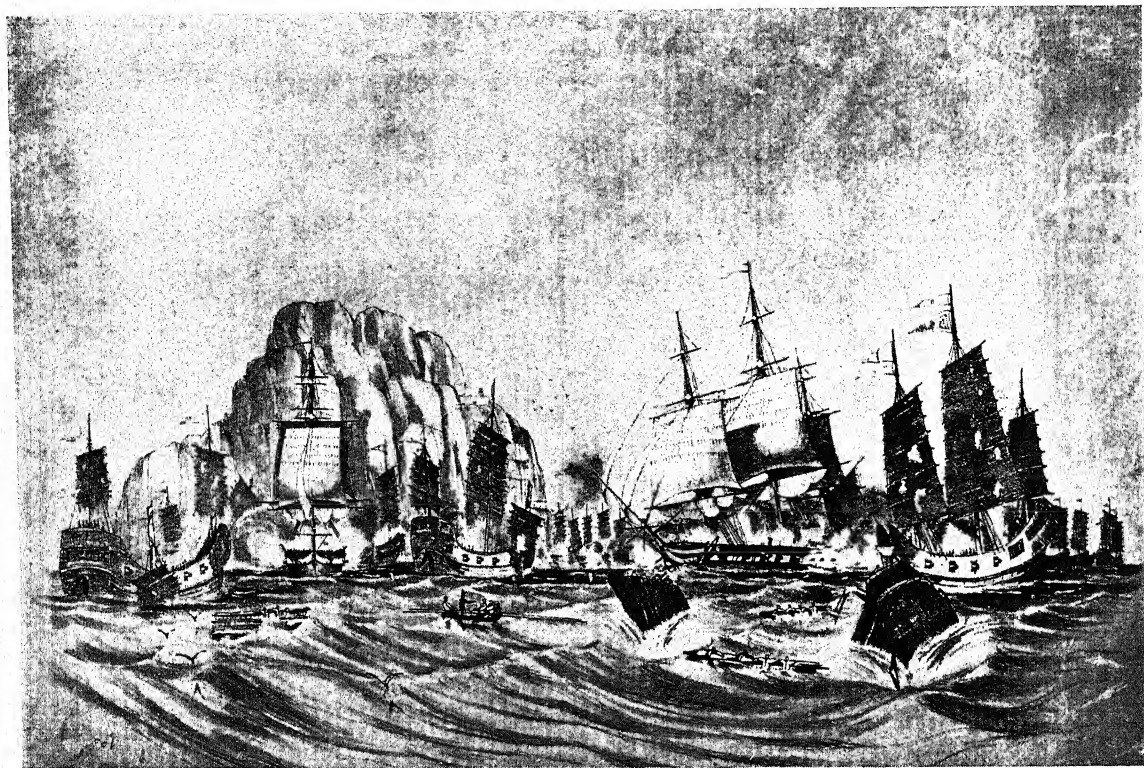
In May 1812 the "Hyacinth," commanded by Captain Thomas Ussher, was employed in assisting the cause of the Spanish patriots against the French. She destroyed the castle of Nerja, captured a 2-gun privateer, and demolished the French works at Almuñecar, besides performing other useful acts on the coast of Granada.

In 1820 the "Hyacinth" was broken up.

THE KING'S SHIPS

HYACINTH

The third "HYACINTH" was an 18-gun ship sloop, launched at Plymouth in

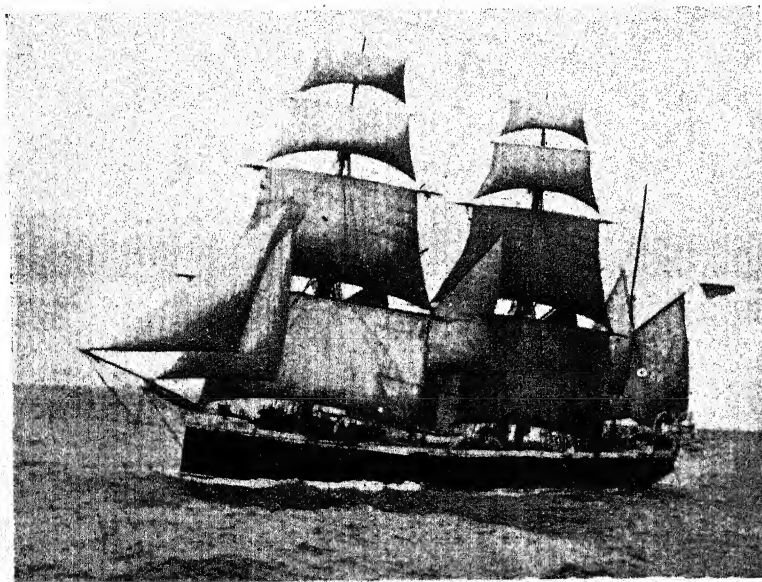


After C. Graham. Engraved by W. Kohler.

THE THIRD "HYACINTH" AND "VOLAGE" ENGAGE WAR JUNKS OFF CHUENPEE.

British Museum.

1829. She was of 435 tons, and carried a crew of 125 men. Her length, beam, and draught were 110 ft., 31 ft., and 11 ft.



THE FOURTH "HYACINTH."

Commander R. Raby, R.N.

The two pictures shown of this ship were drawn by the late Admiral Sir Edward Fanshawe. In the first she is shown under close-reefed topsails in a gale, and in the second after she had been struck by lightning off the Maldivé Islands.

From 1839 to 1842 the "Hyacinth," commanded first by Commander William Warren and afterwards by Commander George Goldsmith, was engaged in the first China War.

In September 1839 the "Hyacinth," commanded by Commander William Warren, in company with the "Volage," was employed in the blockade of Canton.

In the autumn of 1839 the "Hyacinth," commanded by Commander William Warren,

and the "Volage" 22, Captain Henry Smith, received complaints of Chinese outrages on British shipping from Captain Charles Elliot, R.N., the Superintendent of British trade in China. The Chinese Admiral, Kwan, when questioned on the subject, returned an insulting answer, and on November 3rd, off Chuenpee, got under way with 29 junks, evidently intending to attack. The British made further fruitless attempts to negotiate, and then opened fire. Three of the junks were sunk and three were driven on shore, and further damage would have been done had not Captain Elliot very weakly interfered on behalf of the Chinese. Admiral Kwan managed to escape to Canton, and, boasting to the authorities that he had won a great victory, was suitably rewarded.

On August 6th, 1840, the Chinese having attacked a missionary without provocation, the "Hyacinth" and "Volage" and other ships assaulted and captured

the Chinese works near Macao, spiking 17 guns and sinking 2 junks with a loss of only 4 wounded.

On January 7th, 1841, the "Hyacinth" was one of five ships which attacked Chuenpee Fort, while 1400 marines and troops pushed on towards the work from the landward

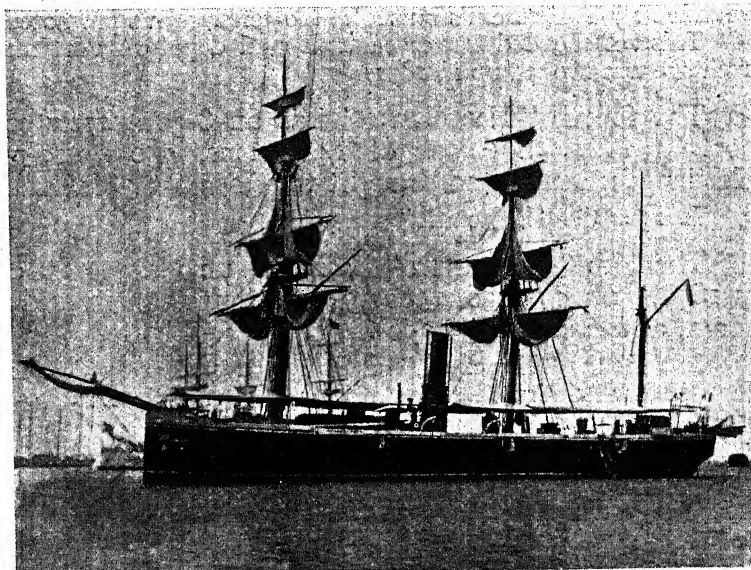
side. The enemy were driven away with terrible loss, and the fort was rushed and captured by the marines, a landing party from the squadron entering almost at the same moment from the sea front. The British loss was only 38 wounded.

On March 10th, 1842, the "Hyacinth," commanded by Commander George Goldsmith, was engaged in the defence of Chinhae which the Chinese were trying to recapture. At the same time the boats of the "Hyacinth" destroyed some fire rafts which had been sent down against the ship.

On March 14th the "Hyacinth" contributed to a Naval Brigade which joined an expeditionary force against

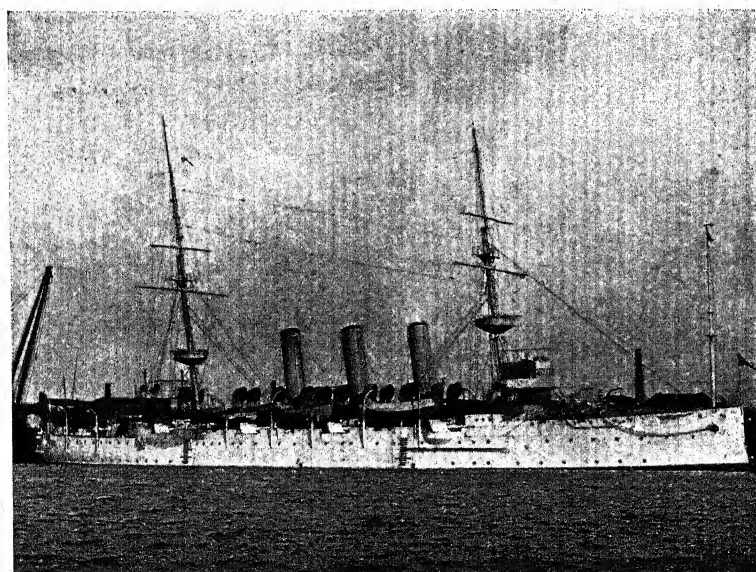
the Chinese army in the neighbourhood of Tsekee, near Ningpo. Some 450 of the enemy fell, but the Naval Brigade suffered 15 casualties only.

On April 14th, 1842, the "Hyacinth" was engaged in the defence of Chusan, and again destroyed some fire rafts which were sent down against the ships.



Commander R. Raby, R.N.

THE FOURTH "HYACINTH" DRYING SAILS.



From the photograph by Ernest Hopkins.

THE FIFTH "HYACINTH."

THE KING'S SHIPS

HYACINTH

On August 13th, 1844, the "Hyacinth," commanded by Commander Francis Scott, was lying at Fish Bay, on the west coast of Africa. Mate John Francis Tottenham went away in a gig with five men, and pursued and ultimately drove ashore a Brazilian slave brig of 200 tons, carrying two 4-pounder guns, and a well-armed crew of eighteen, four of whom were wounded by Tottenham's musket. Tottenham was promoted for this service.

This vessel ended her career as a coal depot at Portsmouth, acting as such from 1860 until she was broken up in 1871.

The fourth "HYACINTH" was an 8-gun screw corvette, launched at Devonport in 1881. She was of 1420 tons, 950 horse-power, and 11 knots speed. Her length, beam, and draught were 200 ft., 38ft., and 16 ft.

In 1902 the "Hyacinth" was sold.

The fifth "HYACINTH" is an 11-gun twin-screw cruiser, launched at Glasgow in 1898. She is of 5600 tons, 10,000 horse-power, and 20 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 20 ft.

In 1904 the "Hyacinth," commanded by Captain the Hon. Horace Hood, and flying the flag of Rear-Admiral George Atkinson-Willes, was at the head of a squadron of three ships which took part in the Somaliland campaign.

On April 20th the "Hyacinth" and "Fox" arrived off the Gulluli River after dark, and on the following day a small landing party went ashore under Flag-Captain Hood. One hundred and twenty-five men of the Hampshire Regiment accompanied the sailors. The brigade advanced upon Fort Illig in face of a brisk fire from rifles, and two old-fashioned cannon loaded with mixed iron, and finally carried the place at the point of the bayonet. The "Hyacinths" subsequently cleared the village and some caves at the bottom of the cliffs. The enemy left between 60 and 70 dead, and the British re-embarked with a loss of 3 killed and 11 wounded. Fort Illig was then reduced, and the British ships withdrew.

At various dates the "Hyacinth," while commanded by Captain J. D. Dick and flying the flag of Rear-Admiral E. J. W. Slade, was employed in the prevention of the gun-running traffic in the Persian Gulf. 760 rifles were captured off the Jagin river on one occasion.

ANCIENT WAR VESSELS

“H”

(For explanation regarding arrangement see page 51.)

- Haarlem, 1778 ?—**
 The capture of Portsmouth, Virginia . . . 1779
 Action with Americans . . . 1779
 Captured by the Americans . . . 1779
 Operations in the Mediterranean . . . 1779-81
 With Nelson at Palermo . . . 1779
 The blockade of Genoa . . . 1800
 Assisted to capture French “Prima” . . . 1800
 Warren’s chase of Ganteaume . . . 1801
- Haasje, 1803 (Netherlands)**
- Haddock, 1809—**
 Action with French “Génie” . . . 1809
 Captured by the French . . . 1809
- Haien, 1801 (Danish)—**
 Burnt after capture . . . 1801
- Half Moon, 1653. See also Moon—**
 The battles of Barfleur and La Hogue . . . 1692
 Expended at La Hogue . . . 1692
- Halifax, 1757—**
 The capture of Louisbourg . . . 1758
 The capture of Quebec . . . 1759
 Operations in the Chesapeake . . . 1781
- Halstaar, 1807 (Netherlands)**
- Hamadryad, 1797—**
 Operations at Algiers . . . 1797
 Wrecked off Portuguese coast . . . 1798
 Captured Danish “Abigail” . . . 1812
- Hamburg Merchant, 1653 (hired and armed). See also Merchant, etc.—**
 The first battle of the North Foreland . . . 1653
- Hamilton, 1837**
- Hamoaze, 1702**
- Hampden, 1779 (American)**
- Hampton Court, 1678. See also Marie Hampton, Nicholas of Hampton, etc.—**
 The battle of Beachy Head . . . 1690
 The battles of Barfleur and La Hogue . . . 1692
 Action with French ships . . . 1707
 Captured by the French . . . 1707
 Assisted to capture French “Toulouse” . . . 1711
 Norris’s expedition to the Baltic . . . 1718
 The capture of Puerto Bello . . . 1739
 Operations in the West Indies . . . 1739
 Vernon’s attack on Cartagena . . . 1741
 Mostyn’s affair off Ushant . . . 1745
 Fox’s capture of De la Motte’s convoy . . . 1747
 Destroyed French “Nymphé” . . . 1757
 Osborn’s action off Cape de Gata . . . 1758
 The capture of Belle Isle . . . 1761
 The capture of Havana . . . 1762
- Hancock, 1777 (American)**
- Hand, Bird and, or Bird in Hand (hired and armed) 1755 ?—**
 Minor operations off French coast . . . 1755
- Handmaid, 1573—**
 The campaign of the Spanish Armada . . . 1588
- Hannah, 1803 (hired)—**
 Action with Spanish privateer . . . 1806
 Captured by the Spaniards . . . 1806
- Hanover, 1801**
- Happy, 1710—**
 Hosier’s blockade of Puerto Bello . . . 1726-7
- Happy Entrance, 1619—**
 The ship money fleets . . . 1636-7
 Action with Royalist ships . . . 1649
 Destroyed the Royalist “Antelope” . . . 1649
 The blockade of Kingsale . . . 1649
 The blockade of Lisbon . . . 1650
 Action with Royalist ships . . . 1650

THE KING'S SHIPS

- | | | | |
|---|------------|---|---------|
| Blake's action with Tromp off Dover | 1652 | The capture of Batroun | 1840 |
| Ayscue's action with Dutch | 1652 | Operations against a plot near Beyrout | 1840 |
| First battle of the North Foreland | 1653 | The suppression of Chinese piracy | 1849 |
| Captured a large Dutch ship | 1653 | Succoured the "Columbine" | 1849 |
| Burnt at Chatham | 1658 | The second Burmese war | 1852 |
| Happy Return, 1660— | | The expedition to the Baltic | 1855 |
| Assisted to destroy French ships off Bar- | | The bombardment of Sveaborg | 1855 |
| fleur | 1691 | d'Hautpoult, 1809 | |
| Action with French privateers | 1691 | Havannah, 1811— | |
| Captured by the French | 1691 | Operations in the Adriatic | 1813 |
| The attack on Dunkirk | 1695 | Captured several French vessels | 1813 |
| Expended at Dunkirk | 1695 | Operations on the coast of Abruzzi | 1813 |
| Operations against French (hired) | 1804, etc. | Captured "No. 8" French gunboat | 1813 |
| Harbinger, 1854 (transport)— | | Havfleur, 1807 (Danish) | |
| The Russian war | 1854 | Hawthorn, 1546 | |
| Wrecked at Eupatoria | 1854 | Heart of Oak, 1801. See also Sussex Oak, Oak, etc. | |
| Harbon, 1800 ? (Spanish) | | Heartsease, 1588 (armed merchantman)— | |
| Hardinge (Indian naval name)— | | The campaign of the Spanish Armada | 1588 |
| Lord Curzon's political tour in Persian | | The first battle of the North Foreland | 1653 |
| Gulf | 1903 | Penn's expedition to the West Indies | 1655 |
| Hardwicke, 1810— | | Operations at San Domingo | 1655 |
| Wrecked in Dundrum Bay | 1820 | The capture of Jamaica | 1655 |
| Hare, 1545. See also Little Hare— | | Hearty Anne, 1588. See also Anne, etc.— | |
| The suppression of piracy | 1563 | The campaign of the Spanish Armada | 1588 |
| The battle off Velez Malaga | 1704 | Heathen, 1588— | |
| Har Fruen, 1807 | | The campaign of the Spanish Armada | 1588 |
| Harlem, 1797 (Danish) | | Hebrus, 1813— | |
| Harlequin, 1806— | | Captured French "Etoile" | 1814 |
| Wrecked near Seaford | 1809 | Operations in River Patuxent | 1814 |
| Operations in China | 1839-42 | Operations on coast of Georgia | 1815 |
| The suppression of piracy in Sumatra | 1844 | The bombardment of Algier | 1816 |
| The Lagos expedition | 1851 | Hecate, 1797— | |
| Harlingen, 1796 (Netherlands) | | The capture of Mauritius | 1811 |
| Harman, 1694 ?— | | The reduction of Java | 1811 |
| Sunk at Port Royal | 1704 | Operations on the coast of Syria | 1840 |
| Various operations against French (hired) | 1801 | Hector, 1599 (armed merchantman)— | |
| Harmonie, 1803 (French) | | Lancaster's voyage to the East Indies 1599-1602 | |
| Harp, 1546 | | British trading relations with Japan | 1611-12 |
| Harriet, 1242, Harriette, Harriett— | | Downton's action off Surat | 1614 |
| Operations against French (hired) | 1804, etc. | The expedition to Florida | 1740 |
| Harriott, 1780 | | Fox's capture of De la Motte's convoy | 1747 |
| Harwich, 1674— | | Keppel's action with D'Orvilliers off | |
| Peyton's action with La Bourdonnais | 1746 | Ushant | 1778 |
| Operations in the East Indies | 1747-8 | Assisted to capture French "Licorne" | 1778 |
| The blockade of Pondicherry | 1748 | Rodney's two actions on Spanish coast | 1780 |
| The capture of Senegal | 1758 | Cornwallis's affair with De Ternay | 1780 |
| Wrecked on Isle of Pines | 1760 | Dismasted in West Indian hurricane | 1780 |
| Hasper, 1855 | | The Battle of Dominica | 1782 |
| Hastings, 1694. See also Mary Hastings, Warren | | Action with French "Aigle" and | |
| Hastings— | | "Gloire" | 1782 |
| Wrecked near Waterford | 1697 | Abandoned and foundered off Newfound- | |
| Capsized off Yarmouth | 1707 | land | 1782 |
| The defence of Ireland | 1710 | Gardner's attack on Martinique | 1793 |
| Captured several French prizes | 1710 | With Montagu off Ushant | 1794 |
| The Burmese war (E.I.C.) | 1825, etc. | With Keith in the Mediterranean | 1799 |
| Operations on the coast of Syria | 1840 | Warren's search for Ganteaume | 1801 |
| | | The suppression of Chinese piracy | 1848 |
| | | Heir Apparent, 1807 | |

THE KING'S SHIPS

- Holdenbergh, 1688**
- Helder, 1808**
- Helderenberg, 1686 (Netherlands)—**
Wrecked off the Isle of Wight . . . 1688
- Heldin, 1799 (Netherlands)**
- Helena, 1775. See also St. Helena—**
Action with French "Sensible" . . . 1778
Captured by the French . . . 1778
Recaptured by the British . . . 1779
Action with fourteen Spanish gunboats . . . 1781
Operations in the West Indies . . . 1793
Foundered on the Dutch coast . . . 1796
Captured French "Jason" . . . 1809
- Helène, 1779 (French)**
- Helen Faucit, 1855**
- Helicon, 1808—**
Affair with Spanish intransigentes . . . 1873
Armed diplomacy on the Albanian coast . . . 1880
The rising at Alexandria . . . 1882
The bombardment of Alexandria . . . 1882
Succoured 170 refugees at Alexandria . . . 1882
Operations at Mallaha Junction . . . 1882
The occupation and control of the Suez Canal . . . 1882
Beresford's operations on the Nile . . . 1885
The defence of Suakin . . . 1885
- Hellespont, 1878**
- Helsingöer, 1807**
- Henrietta, 1626—**
The Four Days' Fight . . . 1666
Early lead sheathing . . . 1671
The first battle of the Schooneveld . . . 1673
The second battle of the Schooneveld . . . 1673
The battle of the Texel . . . 1673
Sunk in action by the Dutch . . . 1673
The suppression of Mediterranean piracy . . . 1674
Assisted to destroy four Tripolitan men-of-war . . . 1674
Operations at Gigha and Kara . . . 1689
The relief of Londonderry . . . 1689
Wrecked near Plymouth . . . 1689
- Henrietta Maria, 1632. See also Maria, etc.—**
The ship money fleets . . . 1636-7
Accidentally burnt in West Indies . . . 1655
- Henry, 1512, Henry Galley, Henry Prize. See also Charles and Henry, Henry of Hampton, Prince Henry, Prince William Henry, Samuel and Henry, Trinity Henry, etc.—**
The Four Days' Fight . . . 1666
The St. James's Fight . . . 1666
The defence of the Medway . . . 1667
The battle of Solebay . . . 1672
Wheler's operations in the West Indies . . . 1693
The reduction of St. Pierre . . . 1693
Action with French "Marin" (E.I.C.) . . . 1695
Run ashore after action (E.I.C.) . . . 1695
- Henry Addington, 1804 (E.I.C.)—**
Dance's action with Linois . . . 1804
- Henry Freeling, 1814**
- Henry Grace à Dieu, 1512—**
Henry VIII.'s voyage to Bullaen . . . 1520
Accidentally burnt at Woolwich . . . 1553
- Henry of Hampton, 1513. See also Henry, etc.**
- Hepholstian, 1807 (Danish)**
- Herald, 1806—**
Operations on Dalmatian coast . . . 1807
Boat operations at Otranto . . . 1807
Captured French "César" . . . 1807
Operations in China . . . 1841
Action near Anunghoy . . . 1841
Operations in Canton River, etc . . . 1841
South American surveys . . . 1845
The discovery of Wrangel Land . . . 1846
The survey of Fiji, etc. . . . 1852-9
Operations in River Zambesi . . . 1890
- Hereward, 1912**
- Her Majesty, 1854 (transport)—**
The Russian war . . . 1854
Wrecked at Eupatoria . . . 1854
- Hermitage, 1496?—**
Operations in Scottish waters . . . 1496
- Hero, 1759—**
Hawke's action with De Conflans in Quiberon Bay . . . 1759
The capture of Belle Isle . . . 1761
The observation of Brest . . . 1761
Assisted to capture French "Bertin" . . . 1761
Johnstone's action at Porto Praya . . . 1781
Hughes's action with De Suffren off Sadras . . . 1782
Hughes's action with De Suffren off Providien . . . 1782
Succoured the "Monmouth" . . . 1782
Hughes's action with De Suffren off Negapatam . . . 1782
Hughes's action with De Suffren off Madras . . . 1782
Hughes's action with De Suffren off Cuddalore . . . 1782
The capture of Tobago (transport) . . . 1793
Operations against French (hired) . . . 1804
Calder's action off Ferrol . . . 1805
Strachan's action with Trafalgar stragglers . . . 1805
Assisted to capture French "Du Guay Trouin" . . . 1805
Assisted to capture French "Mont Blanc" . . . 1805
Gambier's operations in Basque Roads . . . 1809
Wrecked off the Texel . . . 1811
Conveyed H.R.H. the Prince of Wales (later His Majesty King Edward VII.) to Canada . . . 1860
The "Sub-Lieutenants' Penitentiary" for many years.
Target for gunnery experiments . . . 1907
- Héroë, 1807 (Spanish)**

THE KING'S SHIPS

- Heroine, 1783—**
 The capture of Trincomalee 1795
 The capture of Colombo 1796
 Operations in Ceylon 1796
 Lord Keith's expulsion of the French
 from Egypt 1801
 The Walcheren expedition 1809
- Heron, 1804, Héron—**
 The bombardment of Algier 1816
 Foundered in the Atlantic 1859
 The Fenian disturbances in Canada . . 1866
- Héros, 1759 (French)—**
 Burnt by the British 1759
 Destroyed after capture at Toulon . . 1793
- Herring, 1804. See also Crown Herring—**
 Foundered off Halifax 1814
- Hesper, 1809—**
 The capture of Mauritius 1811
 The reduction of Java 1811
 The bombardment and capture of
 Canton 1857
 Operations in the Gulf of Pechili . . 1859
- Heureuse Etoile, 1809 (French). See also Etoile**
- Heureuse Réunion, 1812 (French). See also Réunion**
- Heureux, 1798 (French)—**
 Burnt by the British 1798
 Captured Spanish "Serpent" 1803
 Captured Demerara, Essequibo, and
 Berbice 1803
 Assisted to capture French "Dame
 Ernouf" 1806
 Foundered in the Atlantic 1806
 Boat operations in Guadeloupe . . . 1808
- Heyling, 1705**
- Hexham, 1801**
- Highlander, 1855**
- Hilversum, 1665 (Netherlands)—**
 The defence of the Medway 1667
- Himalaya, 1854—**
 The Ashantee war 1874
- Hinchinbrooke, 1745—**
 Action with American privateers . . 1778
 Captured by the Americans 1778
 Operations in River San Juan 1780
 The capture of Castillo Viejo 1780
 Foundered off Jamaica 1780
- Hind, 1545. See also Golden Hind, White Hind, etc.—**
 Seceded from Parliamentary control . 1648
 Assisted to destroy several French
 vessels 1694
 The suppression of Mediterranean
 piracy 1716
 Captured several Sallee rovers 1716
 Wrecked off Guernsey 1721
 The expedition to Quebec 1759
- The capture of Tobago 1793
 Action with six French ships 1794
 Captured Spanish "Reina Luisa" . . . 1801
 Strange hospitality 1824
 The battle of Navarin 1827
 Wrecked on Shipwash Sands 1900
- Hippomenes, 1803 (Netherlands)—**
 The capture of Surinam 1804
 Captured French "Egyptienne" 1804
 Action with French "Bonaparte" . . . 1804
 Boat operations at Martinique 1808
- Hirondelle, 1798 (French)—**
 Boat operations at Mitylene 1807
 Captured a Turkish brig 1807
 Wrecked near Tunis 1808
- Hobart, 1794. See also Lord Hobart—**
 Operations against Ceylon 1795
- Hoche, 1798 (French)**
- Holbek, 1807 (Danish)**
- Holdernessee, 1779 ?—**
 Captured by the French 1779
- Holigost Spayne, 1417 (French). See also Christopher Spayne**
- Holly, 1808—**
 The reduction of San Sebastian . . . 1813
 Wrecked off San Sebastian 1814
- Holmes, 1670—**
 The suppression of Algerine piracy . . 1670
 Destroyed several Salletine pirates . . 1670
- Holsteen, 1801 (Danish)**
- Holy Cross, 1282 (Cinque Port fleet)—**
 The Welsh expedition 1282
 The war with Scotland 1299-1300
- Holy Ghost or Holigost, 1299 ? (Cinque Port fleet)—**
 The war with Scotland 1299-1300
 The capture of Harfleur 1415
- Homer, 1675 ?—**
 Narborough's operations in Mediter-
 ranean 1675
- Honest Seaman, 1651—**
 Operations under Prince Rupert . . . 1651
 Saved Prince Rupert from death by
 drowning 1651
- Hong-Kong, 1857—**
 The suppression of Chinese piracy . . 1857
 The action in Escape Creek 1857
 The battle of Fatshan Creek 1857
 Operations against Taeping rebels . . 1860
- Honore, 1782 (French)**
- Hoogscarspel, 1781 (Netherlands)—**
 Action with French frigate 1781
- Hoop, 1810 (Netherlands)**

THE KING'S SHIPS

Hope, 1559. See also **Merchant's Hope**, etc.—

The suppression of French piracy . . .	1563
The campaign of the Spanish Armada . . .	1588
With Drake and Hawkyns in the West Indies . . .	1595-6
Howard's expedition to the Azores . . .	1597
The capture of Fayal and Villa Franca . . .	1597
Rapid mobilisation . . .	1600
Operations against Spanish vessels . . .	1602
The battle of Beachy Head . . .	1690
The battles of Barfleur and La Hogue . . .	1692
Action with French ships . . .	1695
A quaint punishment for a slack look-out . . .	1695
Action with American privateers . . .	1779
Captured by the Americans . . .	1779
Action with French ships . . .	1781
Captured by the French . . .	1781
Wrecked off Savannah . . .	1781
Capture of Dutch squadron at Saldanha Bay . . .	1796
Run down and foundered . . .	1797
Operations against French (hired) . . .	1803
Dance's action with Linois (E.I.C.) . . .	1804

Hope Hawkyns, 1588 (armed merchantman). See also **Bark Hawkyns**—

The campaign of the Spanish Armada . . .	1588
Expended at Calais . . .	1588

Hopewell, 1588 (armed merchantman)—

The campaign of the Spanish Armada . . .	1588
Action with three Spanish ships . . .	1591
Action with several French ships . . .	1597
Knight's search for the North-West Passage . . .	1606
The battle off Barfleur . . .	1692
Expended at Barfleur . . .	1692

Horatio, 1807—

Assisted to capture French "Junon" . . .	1809
Captured French "Nécessité" . . .	1810
Captured two Danish vessels . . .	1812

Horsleydown, 1652

Hossey, 1829 (Spanish slaver)

Hotspur, 1810—

The blockade of the French coast . . .	1811
Action with French invasion flotilla . . .	1811
Action off Les Calvados . . .	1811
Destroyed three French ships . . .	1811

Houghton, 1794 ? (E.I.C.)—

Assisted to capture French "Résolue" and "Vengeur" . . .	1794
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Hound, 1652—

The first battle of the North Foreland . . .	1653
The battle of Beachy Head . . .	1690
The battles of Barfleur and La Hogue . . .	1692
Expended at La Hogue . . .	1692
Operations in the West Indies . . .	1793
Action with French "Seine" and "Galatée" . . .	1794

Captured by French . . .	1794
Wrecked near Shetland . . .	1800
Wrecked in Weymouth Bay . . .	1835

Houri Bahery ?

House of Sweeds, 1666—

The Four Days' Fight . . .	1666
The Defence of the Medway . . .	1667

Howe, 1815. See also **Lord Howe**—

First ship laid down with diagonal timbering . . .	1815
Grounded at Ferrol . . .	1892
A fine feat of salvage . . .	1893

Hoy Bark, 15— See also **Great Bark**, etc.

Hudson, 1793 (hired and armed)—

Operations against French . . .	1793, etc.
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Hugh Gallant, 1586 (exploration vessel). See also **Gallant**, etc.—

Cavendish's voyage of exploration . . .	1586
Abandoned and sunk . . .	1588

Hugh Rose, 1870 ? (Bombay marine). See also **Rose**, **Sir Hugh Rose**, etc.—

Operations at Bahrein . . .	1870
Operations in Gulf of Oman and Persian Gulf . . .	1873

Huis te Swieten, 1665 (Netherlands)

Humber, 1693—

With Walker in North America . . .	1711
Lost on Hazelboro' Sands . . .	1762
The defence of Suakin . . .	1885
The Witu expedition . . .	1890
Operations in China . . .	1900

Hurd, 1809—

Operations on French coast . . .	1809
Wrecked near Flushing . . .	1809

Hurler, 1798 (hired)—

Operations against French . . .	1798, etc.
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Huron, 1813

Hyaena, 1778—

Operations in the West Indies . . .	1793
Action with French "Concorde," etc. . .	1793
Captured by the French . . .	1793
Recaptured by the British . . .	1797

Hydra, 1778—

The defence of Marcon . . .	1798
Operations off Caen . . .	1798
The blockade of the French coast . . .	1798
Actions with French invasion flotilla . . .	1798
Action with French "Confiante" . . .	1798
Burnt French "Confiante" . . .	1798
Captured French "Favori" . . .	1803
Captured two French vessels . . .	1804

THE KING'S SHIPS

The blockade of Cadiz	1805-6	The bombardment and capture of Sidon	1840
Captured Spanish "Argonauta"	1806	Captured the slaver "Unaio"	1849
Captured French "Furet"	1806		
Operations at Bagur	1807	Hygeia, 1807	
Captured Spanish "Principe Eugenio" .	1807	Hyperion, 1807	
Captured Spanish "Bella Carolina" . .	1807	Hyppolitus, 1807 (Danish)	
Captured Spanish "Carmen del Rosario" .	1807	Hythe, 1806	
Operations on coast of Syria	1840		

ILLUSTRIOUS

A unique salute	1789	Action in Basque Roads	1809
The Wars of the French Revolution and Empire—		The Walcheren expedition	1809
Lord Hood's occupation and operations at Toulon	1793	The capture of Mauritius	1810
Hotham's action off Genoa	1795	The capture of Java	1811
Captured French "Josephine"	1805	The pacification of Crete	1898

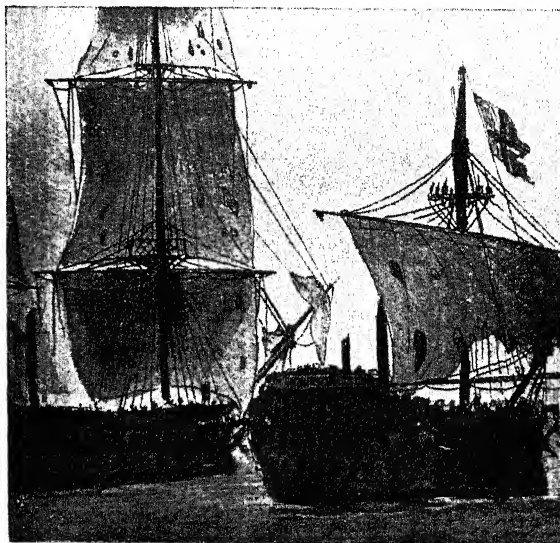
ILLUSTRIOUS.—Distinguished; conspicuous; eminent; conferring honour; glorious.

The first "ILLUSTRIOUS" was a 74-gun ship, launched at Buckler's Hard in 1789. She was of 1616 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 17 ft.

While she was still on the stocks King George III. and Queen Charlotte paid a visit to Lord Montagu at Beaulieu. In honour of the occasion the "Illustrious" fired a royal salute of 21 guns, a performance sufficiently unusual to warrant inclusion in these pages.

In 1793 the "Illustrious," commanded by Captain Thomas Lenox Frederick, was one of a fleet consisting of 51 sail of various kinds, commanded by Vice-Admiral Lord Hood with his flag in "Victory." In August they arrived off Toulon to keep the French fleet in check. Inside the fort there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards, under Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity, that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards, magazines and a large number of ships in the harbour. The Royalists left behind were most cruelly massacred by the Republicans. While Nelson was in the harbour commanding the "Agamemnon" it is interesting to observe that Napoleon was among the Republican besiegers.

In 1795 the "Illustrious," commanded by Captain Thomas Lenox Frederick, was in the centre squadron of a combined British and Neapolitan fleet of 24 sail in all, commanded by Vice-Admiral Hotham with his flag in "Britannia." They fought an action with the French off Genoa. The French consisted of 22 ships. The enemy were sighted on March 11th, and after a chase a partial action took place on the 13th. A further action took place on the following day. At 8 A.M. the "Illustrious" engaged the "Duquesne," and "Victoire," which were



After T. Whitcombe.
Engraved by T. Sutherland.

* A. Ackermann

THE FIRST "ILLUSTRIOUS" DISMASTED AFTER
HOTHAM'S ACTION.

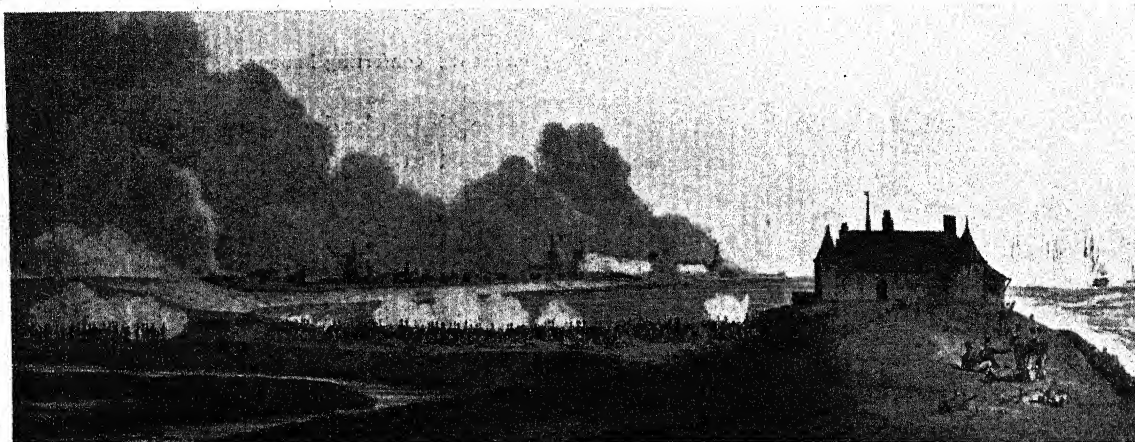
THE KING'S SHIPS

ILLUSTRIOUS

subsequently joined by the "Tonnant" as well. At 9 A.M. the "Illustrious" lost her fore-topmast, and at 9.15 her main mast, which also brought down her mizzen; her other spars were badly wounded and her hull was mauled in every direction. After a little further fighting two French ships were captured and two British ships were towed out of the line. The total British loss was 74 killed and 284 wounded, to which the "Illustrious" contributed 20 killed and 70 wounded. Historians blame Vice-Admiral Hotham for not taking greater advantage of his opportunities.

The "Illustrious" was towed away with a jury rig, but the hawser parted, and the "Illustrious" laboured heavily and lost her jury masts by the board. At 2 P.M., after further trials, Captain Frederick delivered up the charge of the ship to a supposedly efficient pilot, and at 7.30 P.M. the ship ran ashore in Valence Bay between Spezzia and Leghorn and became a total wreck.

The second "ILLUSTRIOUS" was a 74-gun ship, launched on the Thames in 1803. She was of 1746 tons, and carried a crew of 590 men. Her length, beam, and draught were 175 ft., 48 ft., and 18 ft.



After H. A. Barker. Engraved by Williams.

THE SIEGE OF FLUSHING.

British Museum.

In July 1805 the "Illustrious" captured the French 10-gun privateer "Josephine" in the West Indies.

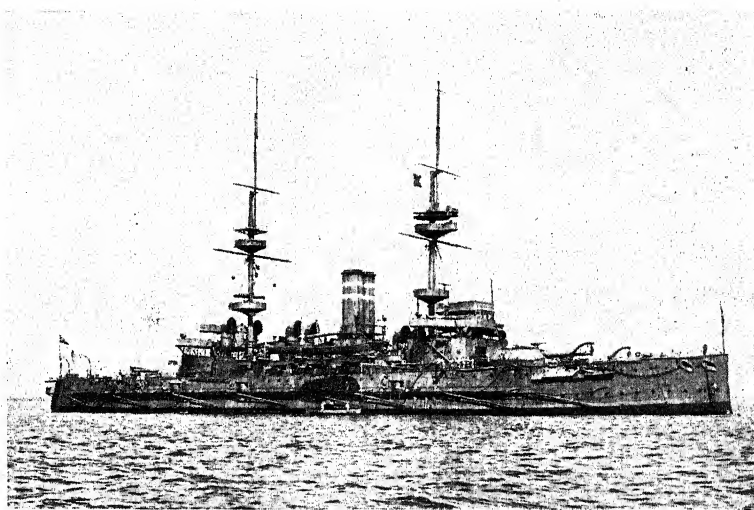
On March 17th, 1809, the "Illustrious," commanded by Captain William Broughton, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads under Admiral Lord Gambier with his flag in "Caledonia" to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships. On April 11th 12 fireships, accompanied by explosion vessels, and escorted by men-of-war, made sail towards the harbour, and broke the boom under a heavy fire. The French got into a great panic, cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier that if half the fleet could be sent in the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed and the two remaining French ships ran ashore to avoid capture. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured and two were blown up. On the day following the attack continued, and on the 14th Lord Gambier recalled Lord Cochrane, who returned to England, and intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier at once demanded a court-martial, and was considered fortunate in receiving an acquittal and the thanks of both Houses of Parliament. Napoleon said that the French Admiral was a fool, that Lord Gambier was no better; also that the Commander-in-Chief had not properly supported Lord Cochrane. Several officers were promoted, Captain Lord Cochrane was made a K.B., and the British loss was only 8 killed and 24 wounded.

On July 28th, 1809, the "Illustrious" sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in

"Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp; to demolish the dockyards at Antwerp, Flushing and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding, and the landing of a Naval Brigade, in the capture of the Island of Walcheren, and the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren with its batteries, basins, and arsenals had been destroyed the British forces withdrew.

On November 22nd, 1810, the "Illustrious," commanded by Captain William Broughton, was one of a fleet of 22 vessels which arrived off Mauritius, commanded by Vice-Admiral Albe-marle Bertie with his flag in "Africaine." About 50 transports with 10,000 troops, commanded by Major-General the Hon. John Abercromby, accompanied the expedition, and a large Naval Brigade went ashore with the soldiers who were landed in Grande Baie. The enemy were driven back and the French General, realising that he could make no effective stand, formally surrendered the island on December 3rd. Eight French men-of-war and several merchantmen lying in Port Louis were included in the surrender.

In 1811 the "Illustrious," commanded by Acting-Captain Robert Festing, and flying the broad pennant of Commodore William Broughton, was one of a combined fleet of about 40 men-of-war and East India-men, commanded by Rear-Admiral the Hon. Sir Robert



From the photograph by Ernest Hopkins.

THE THIRD "ILLUSTRIOUS."

Stopford with his flag in "Scipion." On August 2nd the fleet left Boompjes Island to attack the Island of Java, then in possession of the Dutch, and on the 4th 8000 men were landed. Batavia surrendered on August 8th and was used thenceforward for the occupation of troops and as a base for the fleet. On August 20th the formal siege of Meester Cornelis, in which no fewer than 280 guns were mounted, was begun. A brigade of seamen and marines assisted in the operations and repulsed a Dutch sortie on the 22nd. On the 24th a furious cannonade began, and at midnight on the 25th the formidable works were successfully stormed and carried after a fierce struggle. Five thousand Dutchmen were taken prisoners, and more than a thousand fell in the action and pursuit. The total British loss was 156 killed, 788 wounded, and 16 missing, to which the Navy contributed 15 killed, 55 wounded, and 3 missing.

From 1813 to 1817 the "Illustrious" was repaired at Woolwich at a cost of £68,000.

The "Illustrious" became a gunnery ship at Portsmouth, and finally in 1854 a training ship for boys and then for cadets, under Captain Robert Harris, as the predecessor of the "Britannia."

She was broken up at Portsmouth in 1868.

The third "ILLUSTRIOUS" is a 16-gun twin-screw battleship, launched at Chatham in 1896. She is of 14,900 tons, 12,000 horse-power, and 17.5 knots speed. Her length, beam, and draught are 390 ft., 75 ft., and 27 ft.

In 1897 and 1898 the "Illustrious," commanded by Captain Sir Richard Poore, Bart., played a small part in the pacification of the Island of Crete, which resulted in Prince George of Greece being appointed High Commissioner of the island, under the suzerainty of the Sultan of Turkey.

IMOGENE

IMOGEN

The Wars of the French Revolution and Empire—
Capture of the Island of Santa Maura . . . 1810

Forced passage of the Canton River . . . 1834

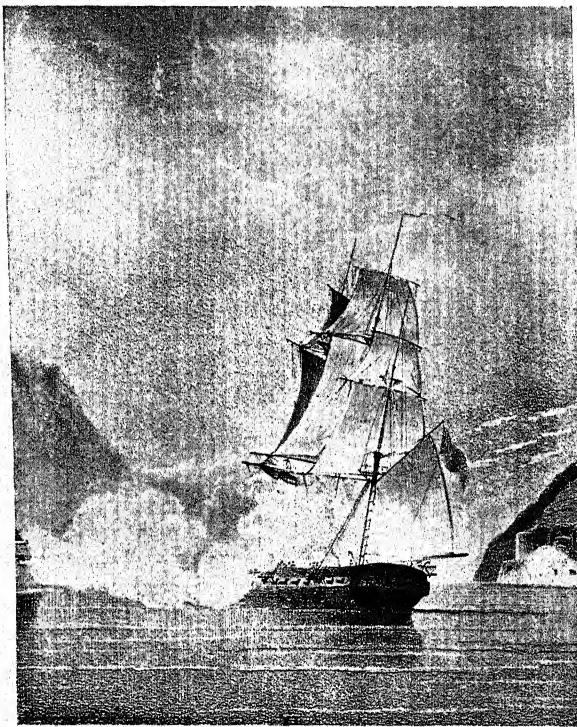


IMOGENE.—The heroine in Shakespeare's play of "Cymbeline." She is the wife of Posthumus and the daughter of Cymbeline.

The first "IMOGENE" was an 18-gun ship sloop, captured from the French in 1800. She was of 399 tons, and carried a crew of 116 men. Her length, beam, and draught were 108 ft., 29 ft., and 13 ft.

On March 1st, 1805, the "Imogene," while commanded by Commander Henry Vaughan, foundered and was lost in the Atlantic, while on passage home from the West Indies.

The second "IMOGENE" was a 16-gun brig sloop, launched at Ipswich in 1805. She was of 284 tons, and carried a crew of 95 men. Her length, beam, and draught were 93 ft., 27 ft., and 10 ft.



After W. Skinner.
Lithographed by G. E. Madelcy.

British Museum.

THE THIRD "IMOGENE."

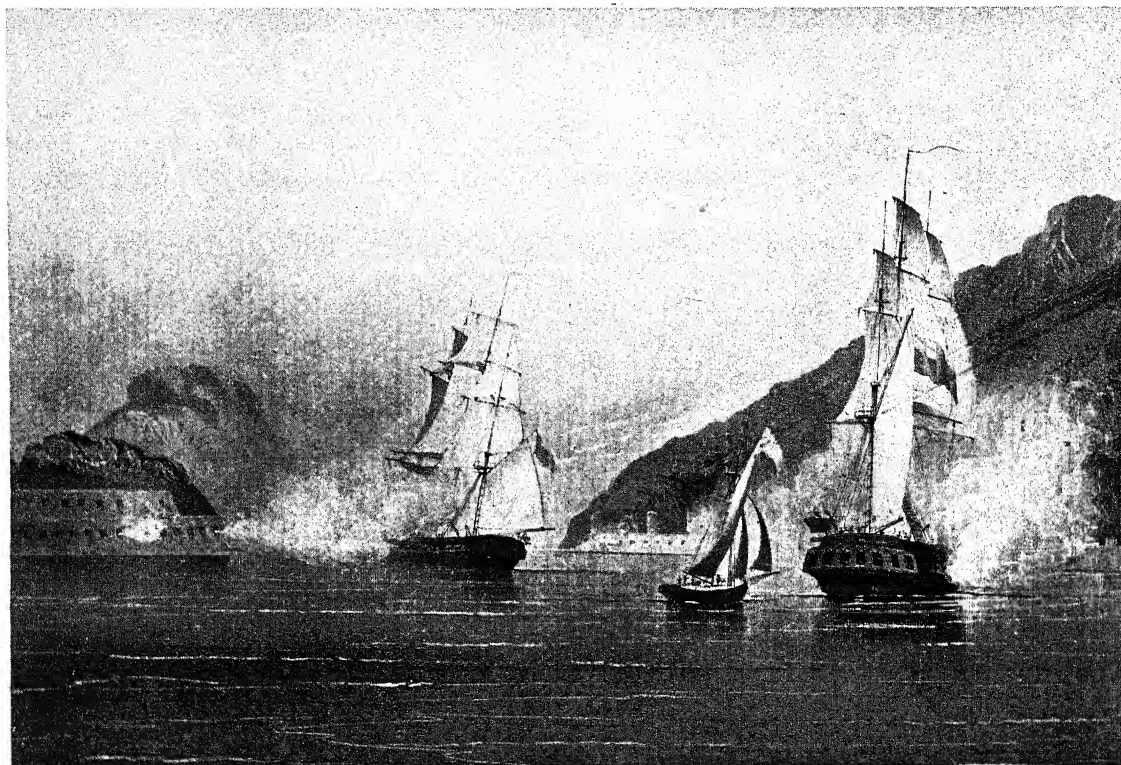
On March 21st, 1810, the "Imogene," commanded by Commander William Stephens, left Zante in a fleet of 9 men-of-war and 5 transports under Captain George Eyre in "Magnificent." On the following day a landing was effected in the Island of Santa Maura in the Ionian group, under cover of the guns of the "Imogene" and some gunboats, Commander Stephens being wounded. On April 8th the batteries were opened against the fortress, and on April 16th the island capitulated, having inflicted on the British a loss of 24 killed, 127 wounded, and 17 missing.

In 1817 the "Imogene" was sold.

The third "IMOGENE" was a 28-gun frigate, launched at Pembroke in 1831. She was laid down as the "Pearl," but her name was changed while she was yet on the stocks. She was of 660 tons, and carried a crew of 175 men. Her length, beam, and draught were 125 ft., 35 ft., and 14 ft.

In 1834 the "Imogene," commanded by Captain Price Blackwood, in company with the "Andromache," while passing up the Canton River, was attacked by some forts, but their gunnery was bad, and although the passage lasted nearly two hours, the British ships sustained little damage. On September 9th the frigates started their return journey which had been delayed by baffling winds. During the interval the Chinese had strengthened their defences,

but the British ships returned their fire so warmly that the forts were almost reduced to ruins,



*After W. Skinner. Lithographed by G. E. Madeley. **

British Museum.

PASSAGE OF THE BOCCA TIGRIS.

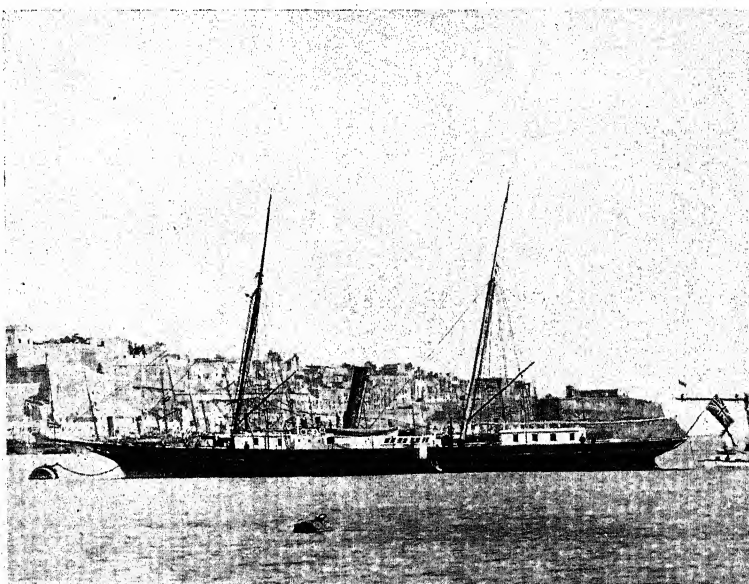
most of their defenders perishing. The British had 2 seamen killed and 7 wounded, and the "Imogene" received several shot in her hull.

On September 19th, 1840, the "Imogene," while lying in ordinary at Plymouth, was accidentally burned.

The fourth "IMOGENE" was a 9-gun screw corvette of 950 tons laid down at Portsmouth in 1861.

When she was partially built the Admiralty ordered work to cease.

The fifth "IMOGENE" was a 1-gun screw coastguard tender, launched at Cowes in 1864. She was of 300 tons, 185 horse-power, and 9 knots speed. Her length, beam, and draught were 139 ft., 21 ft., and 11 ft.



From the photograph by Richard Ellis.

THE SIXTH "IMOGENE."

THE KING'S SHIPS

IMPLACABLE

In January 1884 this vessel was renamed "Argus."

The sixth "IMOGENE" is a screw yacht, launched at Glasgow as the "Jacamar" in 1882. She is of 460 tons, 390 horse-power, and 11 knots speed. Her length, beam, and draught are 159 ft., 24 ft., and 11 ft.

From May 12th to June 3rd, 1886, Lieutenant His Royal Highness Prince George of Wales (later His Most Gracious Majesty King George the Fifth) was lent to this ship from the "Thunderer."

For many years this vessel acted as the British Ambassador's yacht at Constantinople.

IMPLACABLE

The Wars of the French Revolution and Empire—

Saumarez's expedition to the Baltic 1808
Action with Russian fleet off Hangö 1808
Captured Russian "Sewolod" 1808

Boat attack at Barö Sound 1809

The Syrian War—

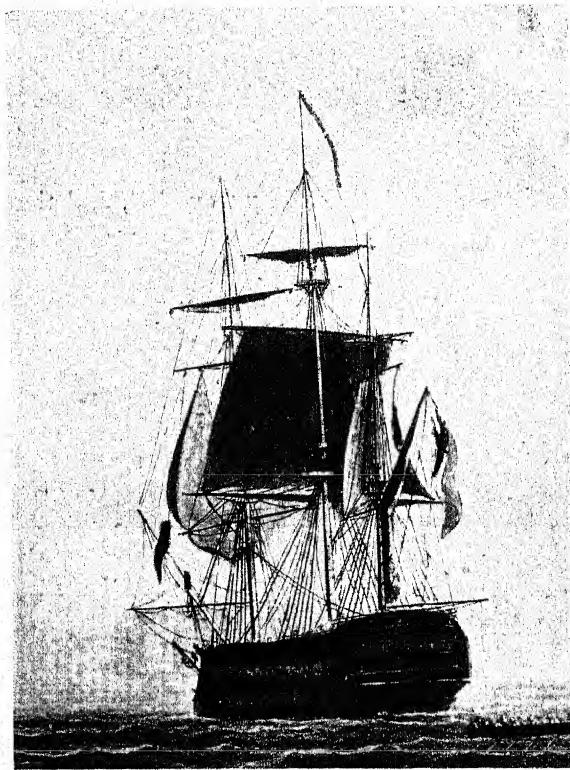
British interests at Alexandria 1840
"Cock of the Walk" 1841



IMPLACABLE.—Not to be appeased; inexorable; irreconcilable.

The first "IMPLACABLE" was the French 74-gun ship "Duguay Trouin."

She was of 1882 tons, and carried a crew of 640 men. Her length, beam, and draught were 181 ft., 49 ft., and 24 ft.



After T. Whitcombe.
Engraved by T. Sutherland.

A. Ackermann.

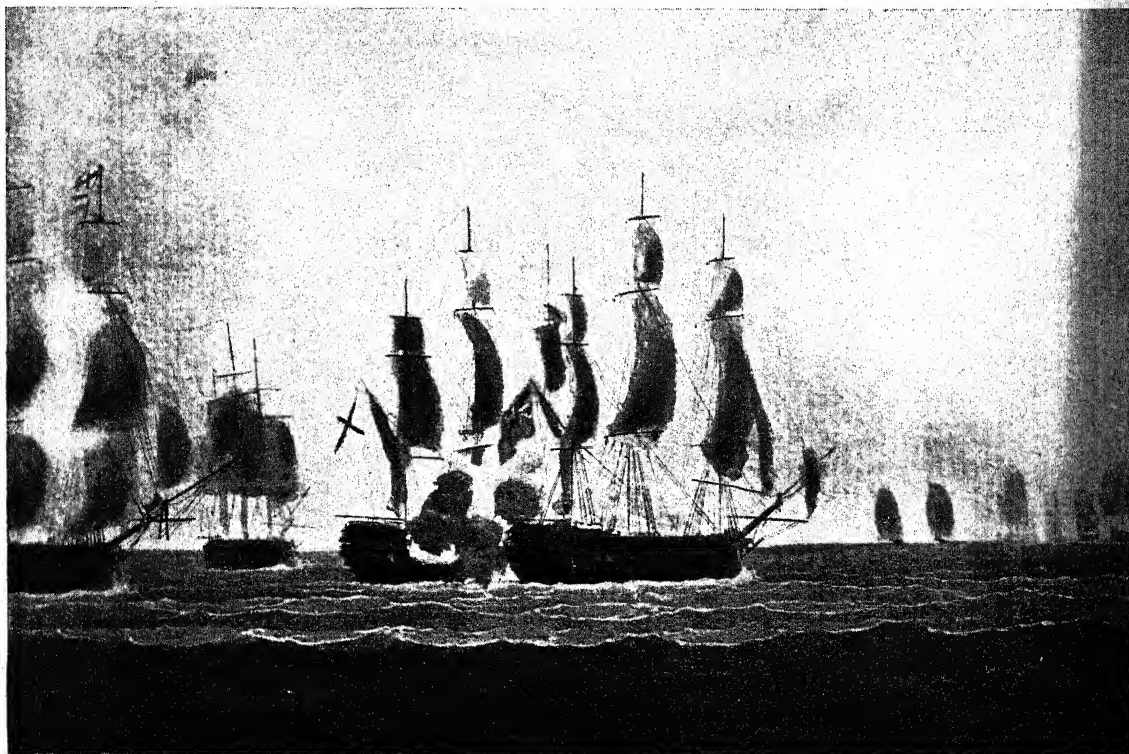
THE FIRST "IMPLACABLE."

With the exception of the "Victory" she is the sole survivor of the ships which fought at the battle of Trafalgar. She is the last of the numerous French prizes captured in the great war, and is one of the few ships that twice over passed from an enemy's hands into our own. She was built in one of the French dockyards—probably Rochefort—and was brought round to Toulon early in 1793, and was in the basin of that port in the following August, when Admiral Lord Hood and the British Mediterranean fleet took possession of the town and dockyard in the name of Louis XVII. The place was held until December 18th when, after a long investment by the Republican troops with whom Napoleon Bonaparte, then a young man of twenty-three, was serving in command of the artillery, the British were forced to retire taking with them 15 ships which were ready for sea. Sir Sidney Smith was entrusted with the task of setting fire to some others which were left behind, and the "Duguay Trouin" was among them, but owing to the necessity for great haste the firing was imperfectly accomplished. The "Duguay Trouin" is said to have been set on fire, but so quickly

did the Republican troops come upon the scene that the fire was extinguished, though presumably the ship was badly damaged, for it was seven years before she was again at sea.

In 1802 after cruising with the Northern squadron, she was sent to the West Indies to assist in suppressing the rebellion of Toussaint l'Ouverture in San Domingo. She had an adventurous passage home in company with the "Guerrière" and after several passing engagements with British ships she reached Corunna in safety.

She was one of the van of the enemy's combined fleet at the battle of Trafalgar, and after being slightly engaged and firing a few shots at the "Victory," she escaped with three other ships under Rear-Admiral Dumanoir. On November 4th, 1805, all four ships were captured by a squadron under Rear-Admiral Sir Richard Strachan, after a stubbornly contested action in which the "Duguay Trouin" lost her Captain Claud Touffet killed, and 149 killed or wounded. An account of this action from the British standpoint will be found under "Cæsar" in the second volume of this work.



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

THE FIRST "IMPLACABLE" ENGAGES "SEWOLOD."

The "Duguay Trouin" was taken by the "Hero," Captain the Hon. Alan Hyde Gardner.

A good account of her capture, from the French point of view, is given in the following translation of a private letter written by one of her officers, apparently a Captain of Marines, named Gemahling, published in M. Maurice Loir's work, *Gloires et Souvenirs Maritimes*:

This battle was, so to speak, the epilogue of Trafalgar. The four vessels of Dumanoir, which had escaped the disaster which overtook Villeneuve's fleet, attempted to regain France. But it was in vain.

The 11th of last Brumaire (November 2nd), off Cape Ortegal, near Ferrol, we encountered two English frigates which chased us all day; then, in the evening, under cover of a fog with rain, accompanied by a strong wind, we went about, and laid our course for France. Next day, November 3rd, at ten o'clock, the fog disappeared, the wind became calm, and we sighted the enemy. Unfortunately our flagship, the "Formidable," sailed very badly, and the English squadron gained on us. During the evening one frigate was within range, but she did not open fire. She sought, but vainly, to bring us to action the next day, Brumaire 13th (November 4th).

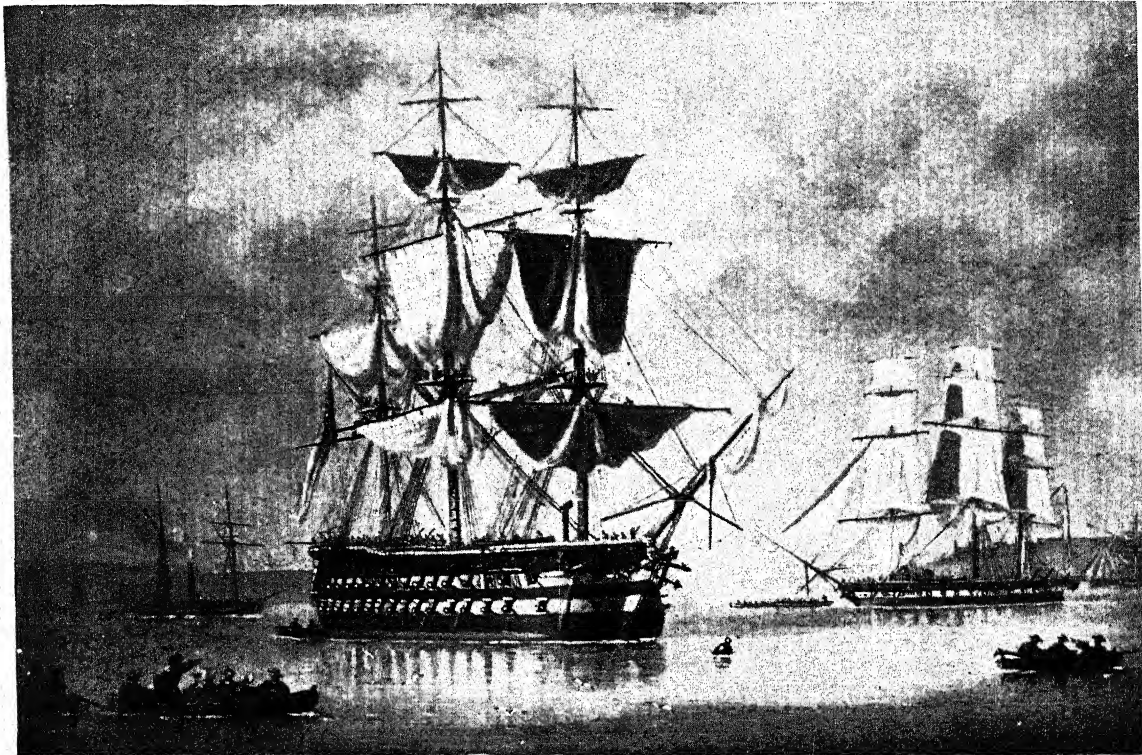
We continued then on our course when we were attacked first by three line-of-battle ships and two frigates; then by another line-of-battle ship, accompanied by a frigate; in all, four line-of-battle ships and four frigates against four ships already tried by the cannon shot of the enemy, and by a tempest of more than eight days' duration. The Rear-Admiral made signals to form a single line of battle—always the same deplorable tactics!

Our vessel, the "Duguay-Trouin," was to starboard of the flagship, the "Scipio" and the "Mont Blanc"

to port. The English, on their part, adopted a much more intelligent manœuvre, which consisted in separating the enemy's ships from each other, surrounding them as far as possible, and overwhelming them in detail.

To what end these details, my dear friend? Pardon me, but it is so cruel to see one's self beaten, overwhelmed, when perhaps——

We defended ourselves with the energy of despair, but manœuvring always badly and with deplorable indecision. The enemy, with his great superiority in numbers, and the good condition of his ships, which he manœuvred with ease, overwhelmed us by taking advantage of our feebleness and our blunders. In our ship the brave Captain Touffet, killed at the opening of the action, had been replaced by the Captain-of-Frigate Boissard, who himself received a bullet in the knee. Lieutenants Lavenu, Guillet, Cossé, Tocville successively took command, and were so severely wounded as to be obliged to quit the deck. However, after having had his wounds dressed, Lieutenant Guillet, whose cheek had been pierced by a bullet, retook his post in command of our unhappy "Duguay-Trouin," all disabled, making water, overwhelmed by the fire of two line-of-battle ships and frigates. It was not war, as it should be understood, but an abominable



Painted by Admiral J. H. P. White.

*
THE FIRST "IMPLACABLE."

Commander Robert Jukes Hughes, R.N.

butchery: three-quarters of my company there around me; my poor Lieutenant Le Deyeux breathing his last a few paces distant, and many others!

My heart bleeds to describe this disaster; it is so recent, and we are so wretched! I hasten to finish with this horrible picture. At four o'clock the entire mizzen mast fell, and with it the ensign. This was the end of the slaughter. We were the last to surrender. No doubt in the other three vessels they had done as we did in ours, and defended themselves to the last extremity. We did more harm to the enemy's men than to his ships. Our gunners only knew how to get themselves killed.

I return to my story. Remaining on board our own vessel, we were taken to Plymouth, where we arrived on November 9th. The English officers, I will do them this justice, behaved becomingly to us during the transit; but they were not slow, in a spirit of vengeance little worthy of a great nation, to make us pay very dearly for the relatively good treatment which they accorded to us!

In 1808 the "Implacable," commanded by Captain Thomas Byam Martin, was one of a fleet of 12 ships of the line and small craft, commanded by Vice-Admiral Sir James Saumarez with his flag in "Victory." They co-operated with the Swedes against the allied powers of Russia, Denmark, and France in the Baltic.

In August a portion of the English and Swedish fleets chased a Russian fleet off Hangö. Both fleets spread out in the chase, and after some manœuvring the "Implacable" passed a few feet from the quarter of the leewardmost Russian 74-gun ship "Sewolod," when a broadside with three shot in every gun was poured into the Russian with tremendous effect. The Russian

had her ensign twice shot away, and after the last time, when it was probably hauled down, the pennant was lowered in token of surrender. The enemy had a loss of 48 killed and 80 wounded. The "Implacable" lost 6 killed and 26 wounded, and on closing the flagship "Centaur" she was received with three cheers.

The "Implacable" was then recalled to the flag, whereupon the "Sewolod" rehoisted her colours and made off in tow of a Russian frigate and was safely anchored after grounding in the roads outside Roggersvik. The "Implacable" had received considerable damage, and her mizzenmast was expected to fall. Fortunately it was fine weather, and in just over half an hour the wounded mast was fished, and other damage had been sufficiently repaired to enable the ship to proceed. The "Centaur" and "Implacable" then again attacked, and after half-an-hour's action the "Sewolod" again hauled down her colours, this time with a loss of 180 killed, wounded, and missing, while the British lost 3 killed and 27 wounded. The "Centaur" went ashore during this attack, and was hauled off by the "Implacable" after the "Sewolod" had surrendered.

Captain Martin went close in to the two ships, and letting go both anchors swung round so close to Sir Samuel Hood's flagship, the "Centaur," that he was able to go on board that ship by walking along the spanker boom, holding on by the vang. Notwithstanding the approach of the Russian fleet the "Sewolod" was set on fire, and ultimately blew up.

On July 7th, 1809, the boats from the "Implacable," Captain Thomas Byam Martin, together with those from three other ships, proceeded into Barö Sound on the Finland coast to attack eight Russian gunboats and a number of merchantmen at anchor inside the fringe of islets which encircles the shore. The boats, under Lieutenant Hawkey of the



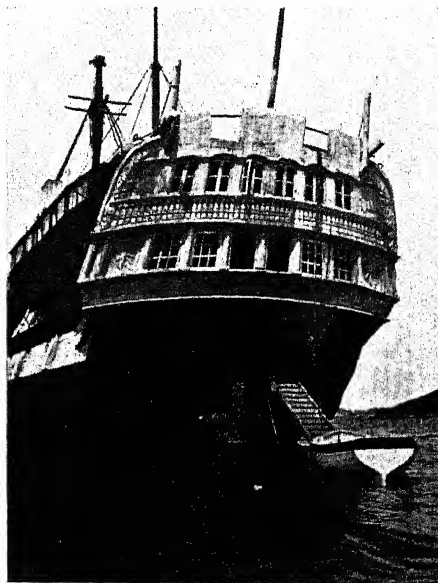
From "Naval Heroes,"

T. B. Martin



G. Wheatly Cobb, Esq.

BOW OF THE FIRST "IMPLACABLE."



G. Wheatly Cobb, Esq.

STERN OF THE FIRST "IMPLACABLE."

"Implacable," approached under a tremendous fire, and boarded and captured six of the gunboats, and sank a seventh. Twelve of the merchant convoy also were taken. Of the 270 officers and men who took part in the operations, 17 were killed and 37 were wounded. The Russians lost over 120 men.

In 1840 the "Implacable," commanded by Captain Edward Harvey, was one of a combined fleet of 32 British, 8 Austrian, and 3 Turkish vessels, under Admiral the Hon. Robert Stopford with his flag in "Princess Charlotte," which were engaged in the blockade of the Syrian

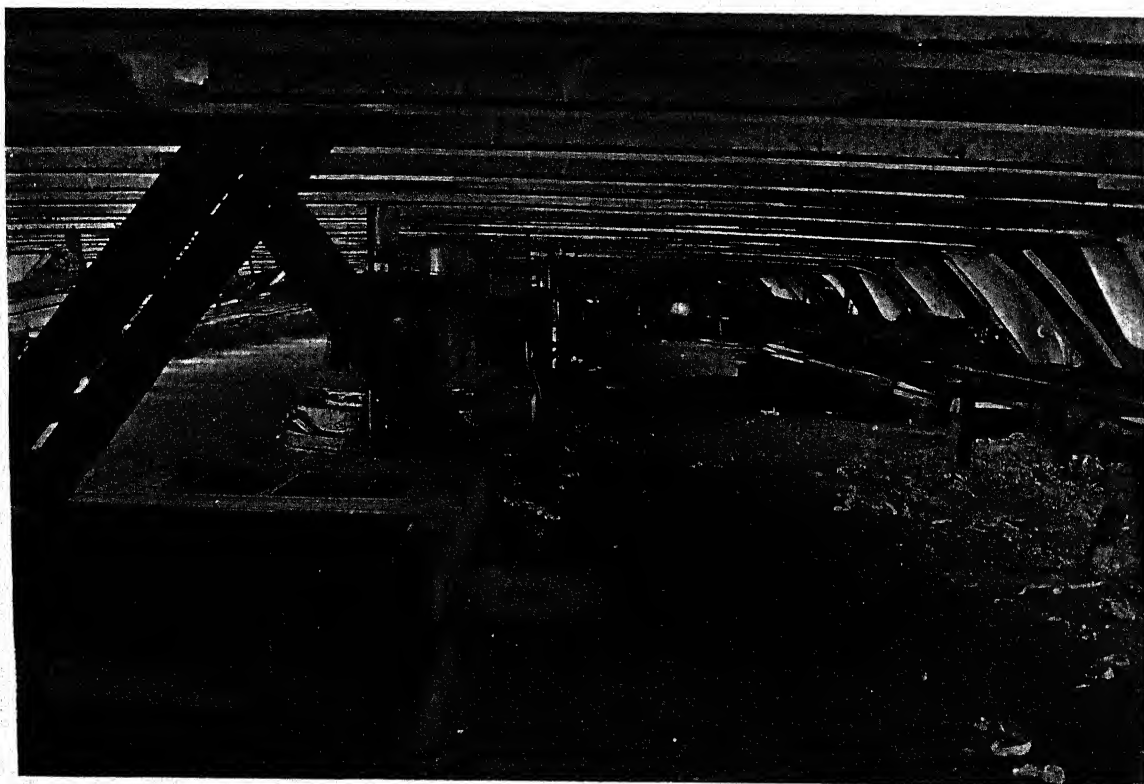
THE KING'S SHIPS

IMPLACABLE

coast to prevent any further Egyptian advance against Turkey. The "Implacable" remained off Alexandria throughout the operations, and did not take part in the subsequent bombardments, etc.

When the ship returned to Devonport, from the Syrian operations, she carried a "cock" at her masthead, to indicate that in all drills and evolutions in the Mediterranean she had been "Cock of the Walk." She was paid off at Devonport on January 17th, 1842.

In 1855 she became a training ship for boys at Devonport, and in 1871 was annexed to the "Lion" for the same purpose, the whole establishment being known by the latter name. The ship was first put on the sale list in 1908, but was removed from it through the patriotic Mr. G. Wheatly Cobb, who was so very good as to supply the author with many details of the ship's history. The Lords Commissioners of the Admiralty subsequently agreed to lend



LOWER DECK OF THE FIRST "IMPLACABLE," LOOKING FORWARD.

G. Wheatly Cobb, Esq.

The 36 pdrs. on the port side of this deck were fired at the "Victory," as she came into action at the Battle of Trafalgar.

this old ship to Mr. Cobb for preservation, as an interesting relic of the Napoleonic Wars. In 1912 Mr. Cobb arranged for her to be towed round to Falmouth, where, in a sheltered corner of the harbour, it is hoped she may remain for many years to come.

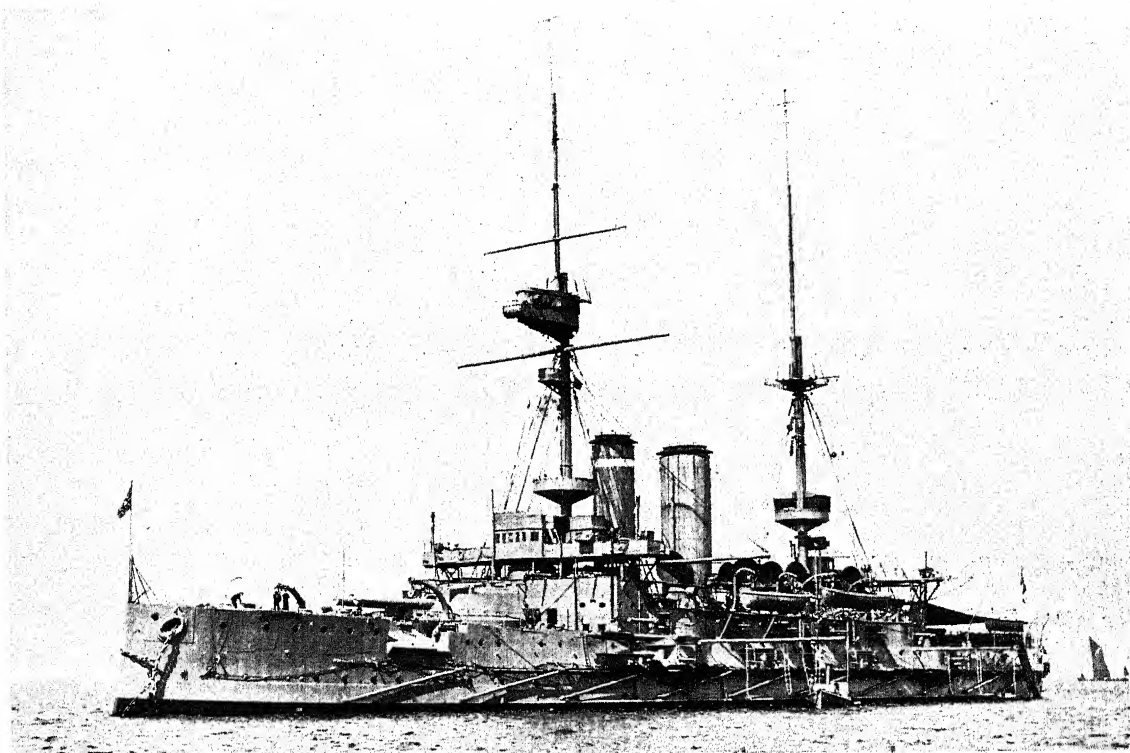
The "Implacable" is not the only historic ship that her present custodian has tried to save for the nation. The best-known case, that of the "Foudroyant," may be briefly referred to here, as her name does not come within the scope of this work.

Named after the earlier "Foudroyant," captured by the "Monmouth" in 1758, and of the same type, an 80-gun two-decker, the ship in question was launched at Plymouth in March 1798. She was ordered to be fitted as flagship for Rear-Admiral Sir Horatio Nelson in the previous November, while still on the stocks, but, as she could not be completed in time, the "Vanguard" was substituted for her, and she thus missed the honour of being flagship at the Battle of the Nile. "All agree," wrote Earl St. Vincent to Nelson, announcing her launch, "that she is the most perfect ship that ever swam on salt water."

After serving under Sir J. B. Warren and Lord Keith she joined Nelson at Palermo, and carried his flag from June 1799 to July 1800. She was present at the capture of the "Généreux" and "Guillaume Tell," the only line of battleships that had escaped from the Battle of the

Nile, and was commanded in succession by Thomas Masterman Hardy and Sir Edward Berry, two of Nelson's most famous captains. "I love her," wrote Nelson, "as a fond father a darling child, and glory in her deeds." In 1801 she was flagship of Lord Keith who commanded the expedition to Egypt, and the gallant Sir Ralph Abercromby died on board her. In 1804 and 1805, as flagship of Sir Thomas Graves, she took part in the blockade of Brest, and later flew the flag of Sir Sidney Smith.

Early in 1892, when six years short of her century, and when her record seems to have been somewhat forgotten, she was sold for £2500 to Mr. J. Read of Portsmouth to be broken up. Mr. Wheatly Cobb became aware of her impending fate, and made a strong but unavailing appeal for her preservation. Meanwhile she had been sold again, this time for £2900, to a ship-breaker at Swinemünde in the Baltic, and some unfavourable comment was aroused



THE SECOND "IMPLACABLE."

From the photograph by Ernest Hopkins.

by the spectacle of Nelson's favourite ship being towed to a German breaker's yard for demolition. On 24th September *Punch* made her sale the subject of a cartoon by Linley Sambourne, and some spirited lines of protest, and Sir A. Conan Doyle wrote some scathing verses, published later in his *Songs of Action*, ending with a passionate appeal to the Admiralty to "sink her a thousand fathoms sheer," rather than condemn her to such a fate. Mr. Wheatly Cobb published the correspondence with the Admiralty in the *Times* and opened negotiations with the German, who demanded £6000 for the ship delivered in the Thames. Mr. Cobb's father, Mr. Joseph Richard Cobb, F.S.A., offered £3000 towards her purchase; a London merchant (a German) came forward with a similar amount, and in November the ship, shorn of poop and upper deck, was brought back. After further struggles and adventures she was restored at Erith, rigged and armed with 58 of her original complement of 80 guns, at a total cost of £25,000, the entire expense being borne by Mr. J. R. Cobb, whose partner had long since repented of his bargain, and been bought out. In June 1896, she was taken charge of by Mr. Wheatly Cobb, and thenceforth maintained at his expense. Her crew numbered 53, of whom 20 were boys. She made a few short trips under sail, but this was soon abandoned owing to the weakness of the crew. She was exhibited at Woolwich, Brighton, Cowes, Bournemouth, Weymouth, Plymouth, Cardiff, Newport, Liverpool, and Blackpool in succession, in the hope that the shillings and sixpences of sight-seers would reduce to some extent the burden of her

upkeep. This expectation was not fulfilled. Though her owner was charged with making her a speculation and combining "patriotism with profit," the receipts amounted to about £400, while the cost of maintenance for the year was over £4000. On June 16th, 1897, while off Blackpool, in a violent gale, the ship parted a cable, dragged her remaining anchor, and went ashore, becoming a total wreck. After vain attempts to float her, her guns were removed, and she was sold for £200 (she was uninsured), and in the following December she was completely broken up by a gale. It was a more fitting end than that from which she had five years previously been saved, but it did little credit to the nation she had so well defended. Forgotten, dishonoured, destroyed, her pathetic wreck defaced, in the one night that it was left unguarded, with a vile parody of Nelson's most famous signal, the work of an enterprising pill proprietor, against whom a successful action was brought, it is not surprising that her name is in abeyance in the Navy List. It is, however, borne by a small frigate, now lying near the "Implacable" in Falmouth Harbour. This is the old 38-gun frigate "Trincomalee," which had been sold to be broken up shortly before the "Foudroyant" was wrecked. Bought from the ship-breaker (the original purchaser of the old "Foudroyant") by Mr. Wheatly Cobb, she served to house the boys who remained after the "Foudroyant's" wreck, and after a thorough repair at Cowes, lasting four years, she was moved to her present berth where, save for a visit to Milford to take on board the guns of Nelson's "Foudroyant," she has since remained. It is hoped and intended that the 32-pounders from the "Foudroyant" now in her hold, may some day be mounted in the lower-deck battery of the "Implacable."

The second "IMPLACABLE" is a 16-gun twin-screw battleship, launched at Devonport in 1899. She is of 15,000 tons, 15,000 horse-power, and 18 knots speed. Her length, beam, and draught are 400 ft., 75 ft., and 27 ft.

IMPREGNABLE

The Wars of the French Revolution and Empire—

The Glorious First of June	1794
Succoured the "Hind"	1794

The occupation of Naples 1815

The bombardment of Algiers	1816
"An advocate for slavery"	1816

IMPREGNABLE.—That which cannot be taken, that which cannot be moved, or impressed, or shaken. Made in such a manner to resist assault.

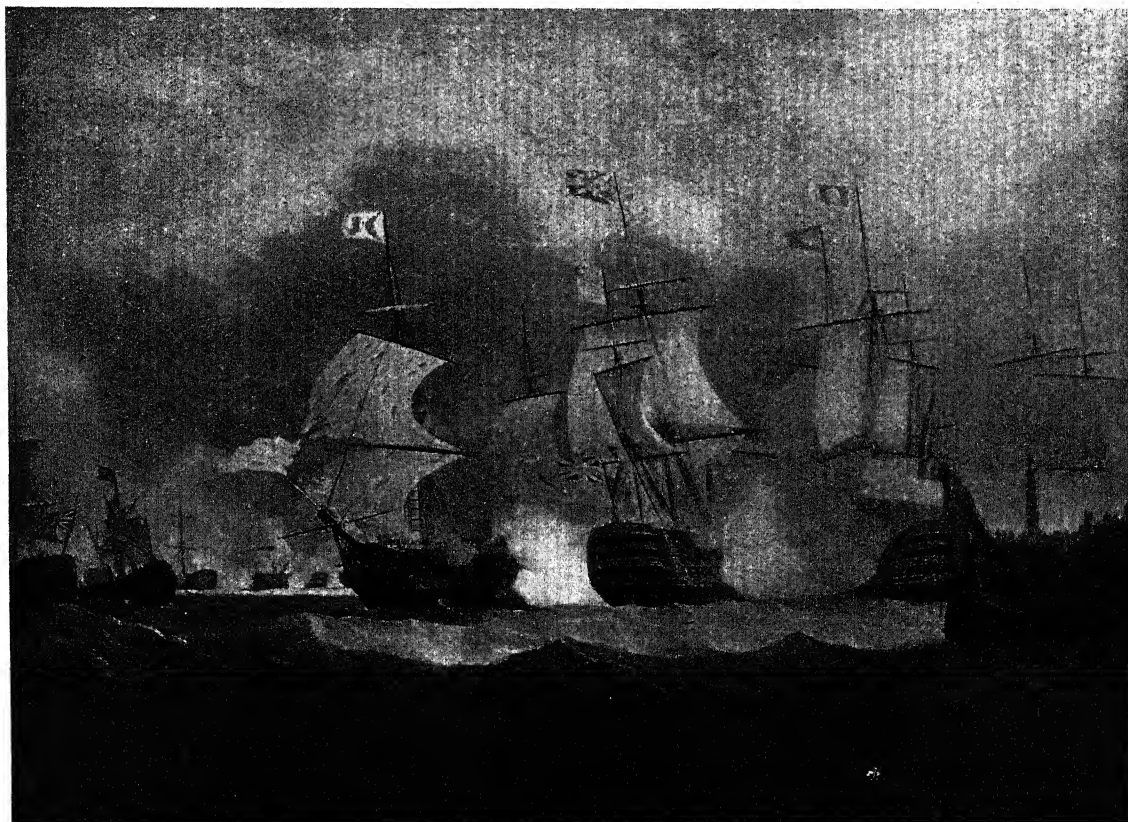
The first "IMPREGNABLE" was launched at Deptford in 1786, and mounted 98 guns. She was of 1887 tons, and carried a crew of 750 men. Her length, beam, and draught were 178 ft., 49 ft., and about 25 ft.

In 1789, while flying the flag of Rear-Admiral Sir Richard Bickerton at Plymouth, this ship was visited by His Majesty King George III. who, accompanied by his family, thus gave a further proof, if indeed one was needed, of his great personal interest in the Navy, in which served the Dukes of York and Cumberland, his two brothers, and his son the Duke of Clarence, afterwards William IV. Among the loyal novelties afloat was a boat rowed by six fine young women, dressed in white, with nankeen skirts and black bonnets, each wearing across her shoulder a royal purple sash with "Long live their Majesties" in letters of gold.

On May 5th, 1794, the "Impregnable," commanded by Captain George Blagden Westcott and flying the flag of Rear-Admiral Benjamin Caldwell, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops and hospital ships, commanded by Admiral Earl Howe with his flag in "Queen Charlotte." Until the 28th Lord Howe searched for the French fleet, which consisted of 26 ships, 7 frigates, and 4 small craft under Rear-Admiral Villaret Joyeuse with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th took an American brig and two small French frigates. On May 28th the French fleet were sighted and at once chased. A partial action began at 5 P.M. and at 10 P.M. one of the French ships was disabled, with 400 killed and wounded, but was rescued and towed away. On May 29th a further action took place in which the French were badly mauled and the British

lost 67 killed and 128 wounded. On June 1st the British stood over to the attack, and the action began at 9.30. Howe's fleet for the most part broke through the French line, and engaged from leeward. The "Impregnable," however, kept much too far to windward to produce any great effect. By 11.30 the action was practically over and the British had 11 and the French 12 more or less dismasted vessels. The British had 290 killed and 858 wounded, which included 3 captains killed and 3 admirals wounded. The "Impregnable" lost 7 killed and 21 wounded. The French lost 6 ships captured, 1 sunk, and about 7000 men killed, wounded or prisoners on this the Glorious First of June.

On January 8th, 1794, the 28-gun frigate "Hind" was chased by five French frigates, and a brig. The "Impregnable" was close at hand, but at first mistook the "Hind" for a



Painted by T. Whitcombe.

THE GLORIOUS FIRST OF JUNE.

The Painted Hall, Greenwich.

decoy and gave no help. On discovering her mistake she succoured the "Hind," which managed to escape with a loss of 12 killed and wounded.

On October 19th, 1799, the "Impregnable," commanded by Captain Jonathan Faulknor, was coming to Spithead, when she ran ashore at the entrance to Langston harbour and was totally lost, in spite of the proximity of Portsmouth dockyard. The master was dismissed from His Majesty's service. No lives were lost.

The second "IMPREGNABLE" was a 98-gun ship, launched at Chatham in 1810, and was as nearly as possible a replica of the "Victory." She was of 2278 tons, and carried a crew of 800 men. Her length, beam, and draught were 196 ft., 51 ft., and 26 ft.

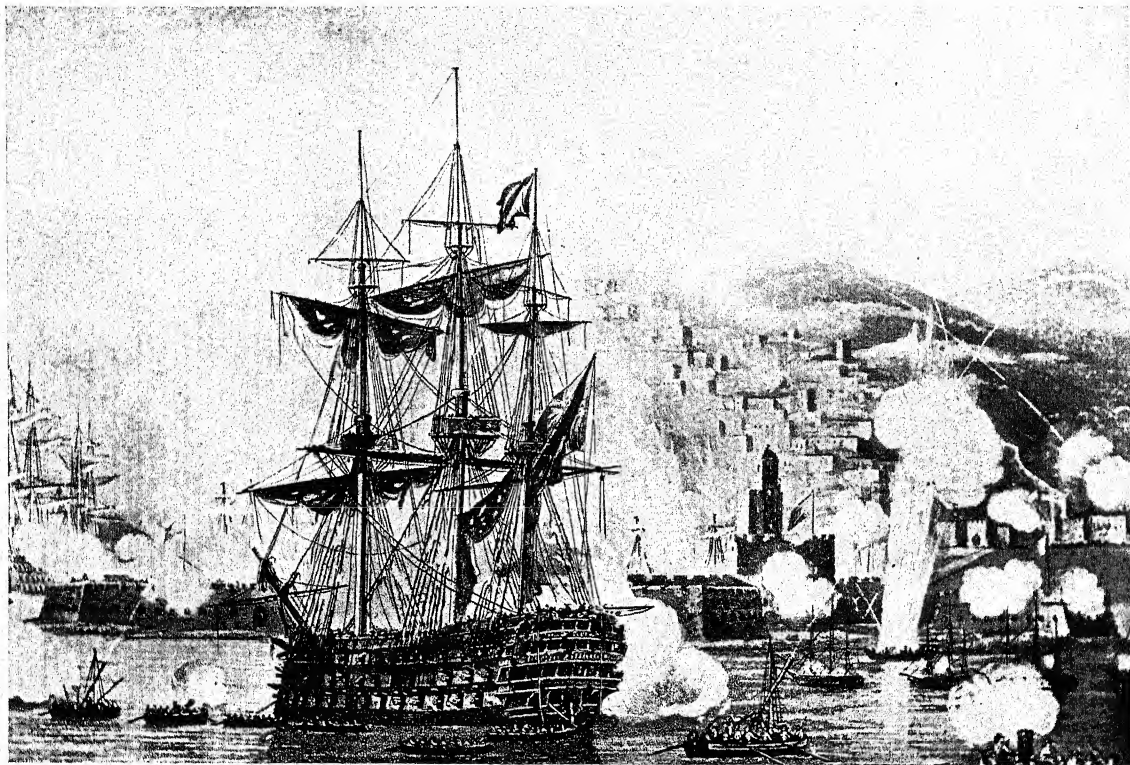
In May 1815 the "Impregnable" was one of a fleet under Admiral Lord Exmouth, with his flag in "Boyne," who occupied Naples in the name of King Ferdinand, when the Austrians were advancing on the town.

On August 14th, 1816, the "Impregnable," commanded by Captain Edward Brace and

THE KING'S SHIPS

IMPREGNABLE

flying the flag of Rear-Admiral David Milne, was one of an Anglo-Dutch fleet of about 36 vessels, under Admiral Lord Exmouth with his flag in "Queen Charlotte," which proceeded from Gibraltar to bombard Algiers. The Dey was called upon to release Christian slaves, to refund certain monies which had been paid for the freeing of slaves, and to liberate the imprisoned British Consul. The Dey did not comply, whereupon the fleet stood into the bay, and anchored on August 27th at 2.30 P.M. The bombardment, which was of a very fierce character, was at once begun, and by 7 P.M. the town, arsenal, storehouses, and the vessels lying within the Mole were burning briskly. The Moorish guns to the number of 1000 replied with vigour, and at 10 P.M., the Moorish fire having been practically silenced, the British ships cut their cables and stood out into the bay beyond reach of the forts, in case fire should be reopened on them. The "Impregnable," which fired 6730 round shot and expended 28,800 pounds of powder



After T. Whitcombe. Engraved by T. Sutherland.

T. H. Parker, Brothers.

THE SECOND "IMPREGNABLE" BOMBARDS ALGIERS.

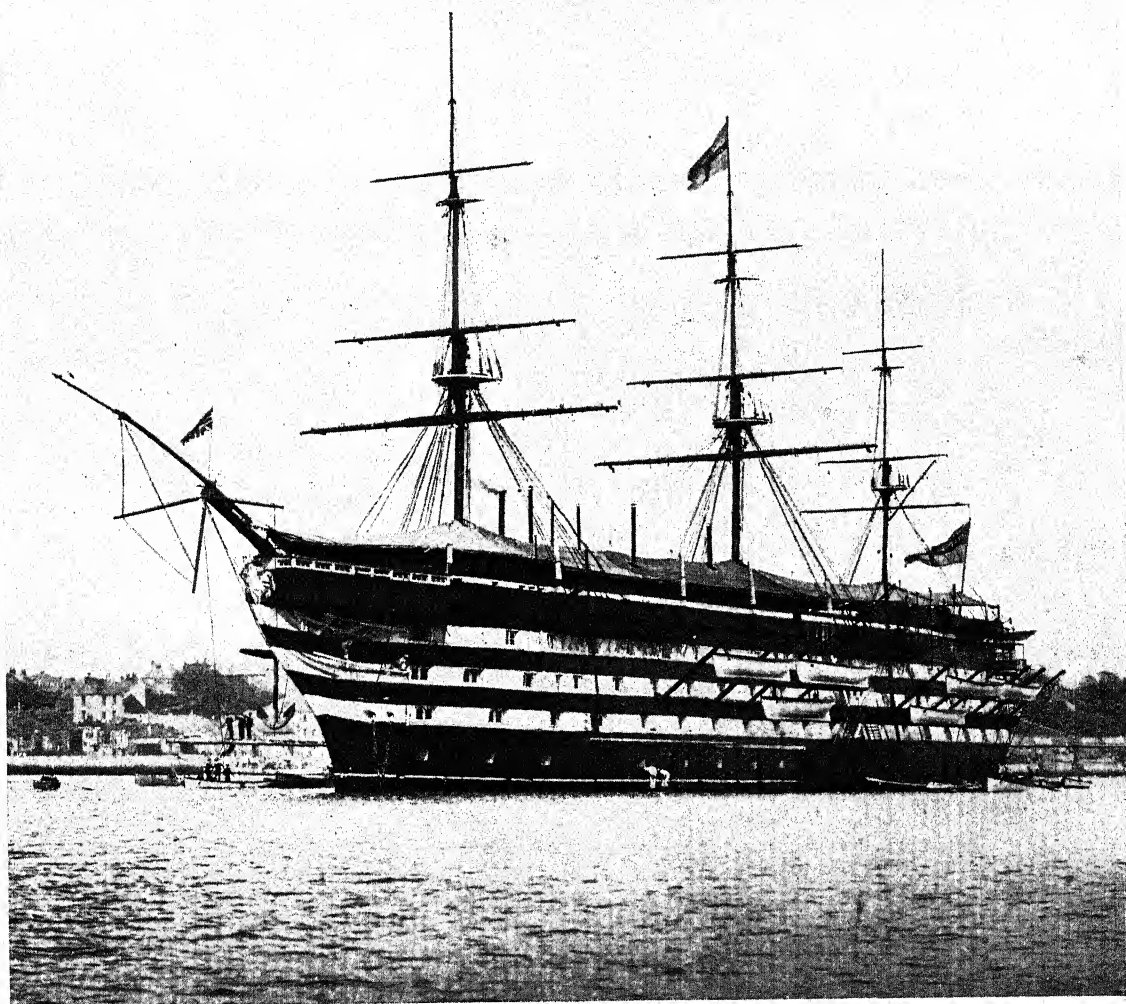
during the engagement, was very severely handled, and at one time Admiral Milne had to ask that a frigate should be sent to draw off some of the fire his flagship was receiving. The "Glasgow" attempted to do this, but failed owing to the lack of wind. On the following morning preparations were made to renew the bombardment, but the Dey at once acceded to the terms. When the victory was complete the seamen of the "Impregnable" hung up in the boatswain's store a 44-pound shot, which had lodged in the ship, with the following inscription: "This was sent by the Dey of Algiers, on board H.M.S. 'Impregnable,' as an advocate for slavery, but with no effect." One thousand and eighty-three Christian slaves were freed, ransoms were restored, and an indemnity of 3000 dollars, together with an apology, was tendered to the Consul. The Moors had between four and seven thousand killed and wounded. The British had 128 killed and 690 wounded. The "Impregnable" lost 50 killed and 160 wounded, and received 233 large shot in her hull. Lord Exmouth was elevated to the dignity of Viscount Exmouth, and among other rewards issued for this affair Rear-Admiral Milne received the honour of K.C.B., and Captain Brace that of C.B.

In 1889 the "Impregnable" was renamed "Kent." After acting as boys' training

ship at Devonport for many years, she proceeded in 1891 to the Firth of Forth to do similar duties there, and her name was changed to "Caledonia."

The third "IMPREGNABLE" was an 110-gun screw ship, launched at Pembroke in 1860 as the "Howe." She was of 6557 tons, and 1000 horse-power, and carried a crew of 1000 men. Her length, beam, and draught were 275 ft., 61 ft., and 21 ft.

Her name was changed to "Bulwark" on December 3rd, 1885, and then to "Impregnable" on September 27th, 1886, under which name she acts as flagship and boys' training vessel at Devonport. Various other craft have been merged into the establishment from time to time under the general name of "Impregnable." The largest of these is "Impregnable III.," which was recently known as "Emerald" but was launched at Glasgow in 1861 as "Black Prince." Another, known as "Impregnable II.," was originally the "Inconstant."



THE THIRD "IMPREGNABLE."

From the photograph by Abrahams & Sons.

INDEFATIGABLE

INFATIGABLE

The Wars of the French Revolution and Empire—

Captured French "Virginie"	1796
Assisted to destroy French "Droits de L'Homme"	1796
Captured French "Blonde"	1796
Captured French "Trois Couleurs"	1796
Captured French "Ranger"	1797
Recaptured British "Hyène" from French	1797
Captured French "Vaillante"	1798
The suppression of a mutiny	—
Warren's expedition to Ferrol	1800

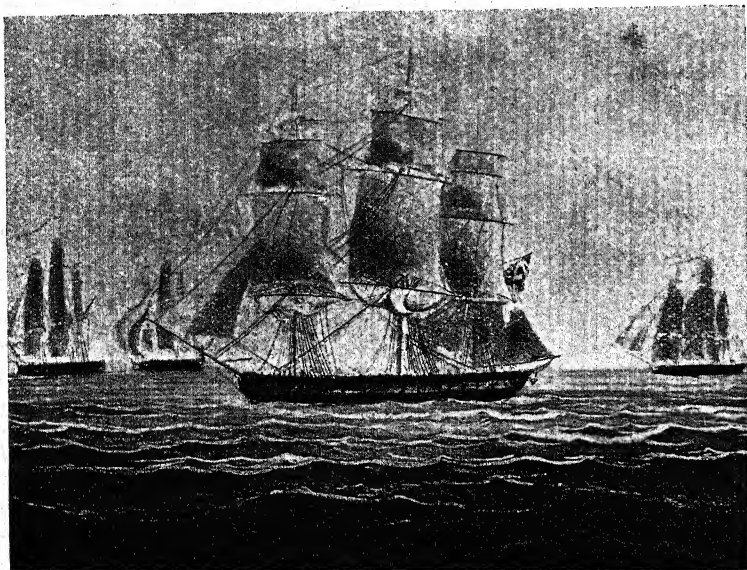
Captured French "Vénus"	1800
Assisted to capture Spanish "Medea," "Clara," and "Fama"	1804
The blockade of Brest	1805
Captured French "Diane" and French "Clarisse"	1805-6
Boat attack in the River Gironde	1806
The action in Basque Roads	1809
The Venezuelan blockade	1902
The seizure of the Venezuelan gunboats	1902



INDEFATIGABLE.—Not yielding to fatigue; unwearied; persistent.

The first "INDEFATIGABLE" was a 64-gun ship, launched at Buckler's Hard in 1784. She was of 1384 tons, and carried a crew of 500 men. Her length, beam, and draught were 160 ft., 44 ft., and 19 ft. In 1794 at Portsmouth she was reduced to 44 guns with a crew of 310, but her tonnage remained the same. When Captain Pellew was first appointed to her, he refused to take the ship to sea until her rig

was altered in accordance with his views. Having Lord Spencer, the First Lord of the Admiralty, on his side, he had his way, and the ship was made to sail very well.



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

THE FIRST "INDEFATIGABLE."

soldiers, and passengers were saved. Sir Edward Pellew, with his sword drawn, directed the proceedings, and threatened to run it through any one who disobeyed him. In recognition of his extraordinary exertions on this occasion, Sir Edward Pellew was given the freedom of Plymouth, presented with a piece of plate by the Merchants of Liverpool, and created a Baronet. The "Indefatigable," however, beyond sending a couple of boats did not take any other part in the rescue.

On April 20th, 1796, the "Indefatigable," commanded by Captain Sir Edward Pellew, in company with the "Amazon" and "Concorde," sighted the French 40-gun frigate "Virginie" off the Lizard. The British at once chased. After a fifteen hours' pursuit the "Indefatigable" got close enough to begin a running action at midnight. The "Virginie" had a crew of 339 men, and threw a broadside of 342 pounds. The "Indefatigable" had a

crew of 327, and threw a broadside of 702 pounds. After an hour and three quarters firing, the "Indefatigable" had lost her mizzentopmast and gaff, but the "Virginie" surrendered with a loss of 15 killed and 27 wounded and her maintopmast and mizzenmast fallen. The "Indefatigable" had no one killed or wounded, owing to the French habit of firing at spars and sails.

On June 11th the "Indefatigable," Captain Sir Edward Pellew, captured the French 16-gun brig "Blonde" and the French 10-gun brig "Trois Couleurs."

On December 16th, 1796, the "Indefatigable," commanded by Captain Sir Edward Pellew, was cruising off Brest with a squadron of small frigates watching the movements of the French, and observed a large French fleet under Vice-Admiral de Galles leaving, with a large convoy of troops which were destined for the invasion of Ireland. The "Indefatigable" sent the necessary information to the Commander-in-Chief of the Channel Fleet, and allowed the



After W. J. Huggins. Engraved by E. Duncan.

Alfred Davis.

CHASE OF THE "DROITS DE L'HOMME."

enemy to come within gunshot before she made off. The expedition was a complete failure, and the ships made the best of their way back to France, many being lost and captured. On January 13th, 1797, at 3.30 P.M. the "Indefatigable" and "Amazon" met the French 74-gun ship "Droits de l'Homme." She was returning to Brest from Bantry Bay, and unfortunately carried away both her fore and main topmasts in a squall, which accident enabled the English ships to close her very rapidly, though she cleared away the wreck before the fight began. A hot action began at 5.30 P.M., the natural superiority of the French two-decker being considerably reduced by her inability to use her lower-deck guns in the heavy sea. At one time when the ports were open, the water rushed in and poured down upon some English prisoners confined in the cable tier, so they had to be closed again at once. At 7.30 there was an hour's respite to repair damages, but the action began again at 8.30 P.M., and at 10.30 the French ship cut away her mizzenmast. The struggle wore on until 4.20 A.M. on January 14th, when land was suddenly sighted ahead. The "Amazon" and "Droits de l'Homme" ran ashore on the Penmarck Rocks and were lost. The "Indefatigable" was able to haul off and escape. She had all her masts wounded, 4 ft. of water in her hold, and 19 men wounded. The gallant "Droits de l'Homme," which had 103 killed and 150 wounded in the engagement, pounded on the sandbank for two days, and became a total wreck, over 1000 lives being lost in the disaster.

On October 14th, 1797, the "Indefatigable," commanded by Captain Sir Edward Pellew, while cruising off the Canary Islands, captured the French 12-gun ship "Ranger."

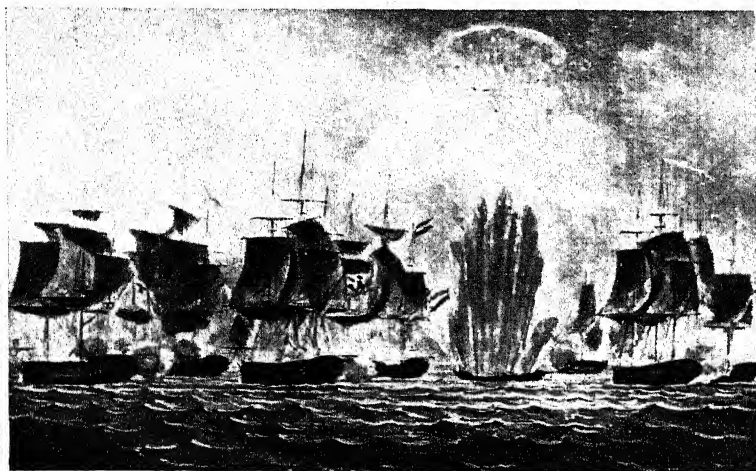
On October 25th, 1797, the "Indefatigable" was mistaken for an East Indiaman. Captain Sir Edward Pellew could see no reason why he should help the French cause, and the result was the capture of the French 24-gun ship "Hyène," which had been taken from the British four years previously.

On August 7th, 1798, the "Indefatigable," commanded by Captain Sir Edward Pellew, while cruising in the Bay of Biscay, fell in with, and captured after a few shots, the French 20-gun corvette "Vaillante" on her way to Cayenne with political prisoners.

A mutiny was once planned by the ship's company of the "Indefatigable" while the ship was lying at Falmouth. They decided that they would not proceed to their station until they had received their pay. Sir Edward Pellew was warned of the plot by one of the men in the dead of night. Next day a lieutenant came to the Captain and said that the men were sulky, and would not go round with the capstan. Sir Edward Pellew went forward at once, drew his sword, and told the officers to follow his example. "You can never die so well," he said, "as

on your own deck quelling a mutiny; and now if a man hesitate to obey you, cut him down without a word." The crew, accustomed to prompt obedience, at once returned to their duty and the "Indefatigable" was soon underway.

In 1800 the "Indefatigable," commanded by Captain the Hon. Henry Curzon, was one of a squadron of 11 ships commanded by Rear-Admiral Sir J. B. Warren with his flag in "Renown." This squadron, accompanied by some small craft and transports with troops, was detached from the Channel fleet against six Spanish ships of the line which



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

CAPTURE OF SPANISH TREASURE FRIGATES.

lay at Ferrol. On August 25th the squadron arrived at Playa de Dominos, and after silencing the fort, the troops, 16 field guns, and a detachment of seamen were landed and successfully drove back the enemy. On the following day the British made themselves masters of the heights overlooking the town and harbour. But the general, deterred by the strength of the enemy and of the defences, re-embarked his men and abandoned the attack. Subsequently the "Indefatigable" proceeded in fleet under Admiral Lord Keith to attack Cadiz, but when it became known that the plague was raging there, the attempt was abandoned.

On October 22nd, 1800, the "Indefatigable," in company with the "Fishguard," captured the French 28-gun corvette "Vénus" in the Atlantic off Portugal.

On October 5th, 1804, the "Indefatigable," commanded by Captain Graham Moore and having three other vessels in company, attacked four treasure-laden Spanish frigates off Cadiz. Though greatly inferior, the Spaniards refused to surrender, and an action followed. The "Mercedes" blew up, and the "Medea," 40, "Clara," 34, and "Fama," 34, struck their flags after a short action. The value of the three prizes was roughly one million pounds. The Spaniards lost 20 killed and 80 wounded, besides those who perished in the "Mercedes." The British lost two killed and seven wounded.

In 1805 the "Indefatigable," commanded by Captain John Tremayne Rodd, was engaged in the blockade of Brest in a fleet commanded by Admiral the Hon. William Cornwallis, and had several brushes with the enemy.

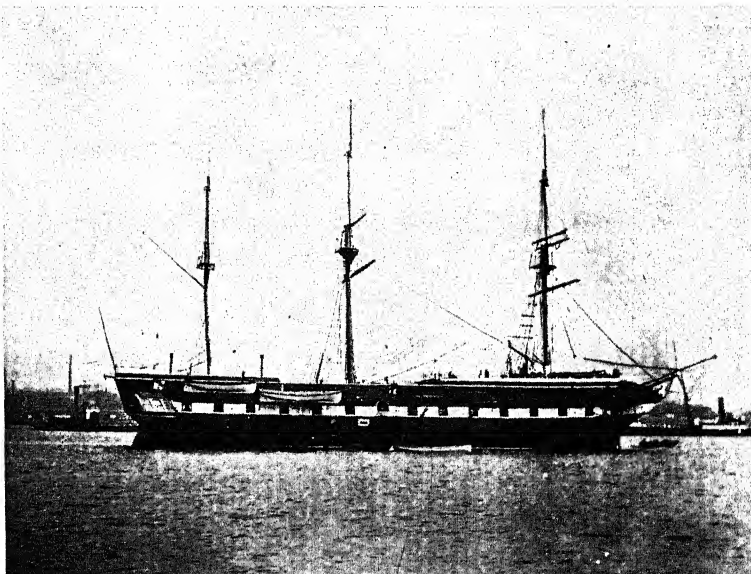
While Captain Rodd commanded the "Indefatigable" he captured the French 14-gun letter of marque "la Diane," carrying naval stores and a crew of 68 men; also the French 3-gun privateer "la Clarisse" with a crew of 48 men.

On July 15th, 1806, the boats from the "Indefatigable" and seven other ships proceeded

into the Gironde to attack a French convoy and two corvettes that were lying there. They boarded and captured the 16-gun corvette "César," but with the heavy loss of 9 killed, 39 wounded, and 20 prisoners taken through the sinking of an English boat.

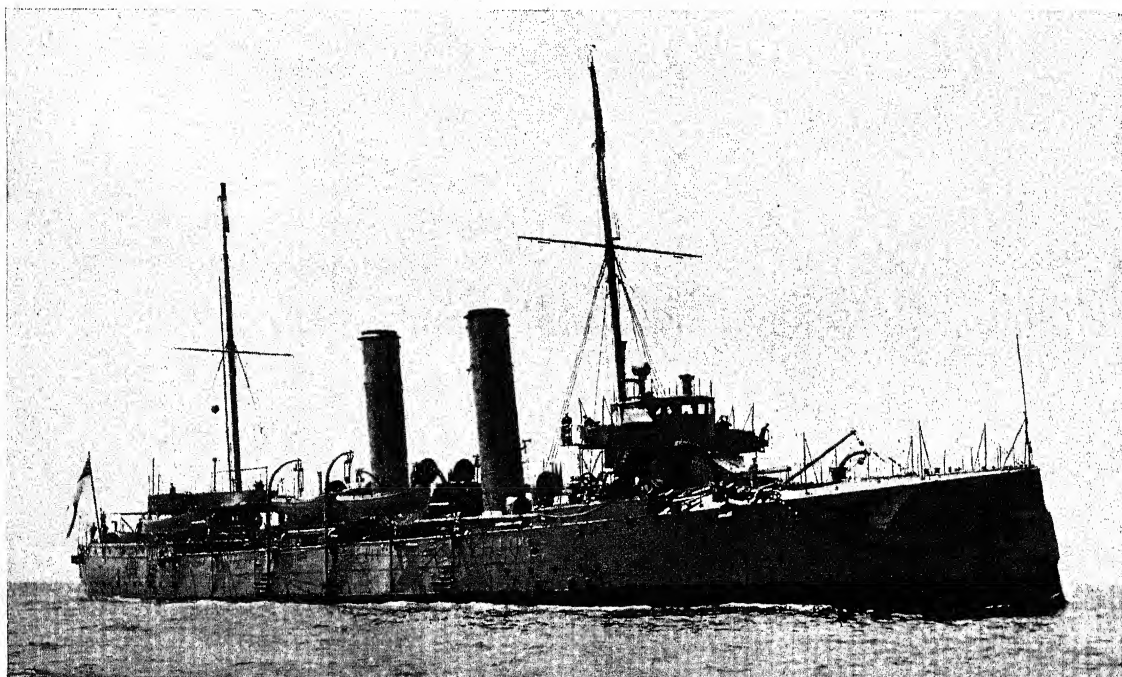
On March 17th, 1809, the "Indefatigable," commanded by Captain John T. Rodd, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads under Admiral Lord Gambier with his flag in "Caledonia," to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. On April 11th twelve fireships, accompanied by explosion vessels, and escorted by men-of-war, made sail to-

wards the harbour and broke the boom under a heavy fire. The French fell into a great panic, cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier that if half the fleet could be sent in, all the enemy would be destroyed. Lord Gambier did not comply with the request. The attack was renewed and the two remaining French vessels were driven ashore in endeavouring to escape. The "Indefatigable" distinguished herself, and was much knocked about in the



Captain A. W. Bremner.

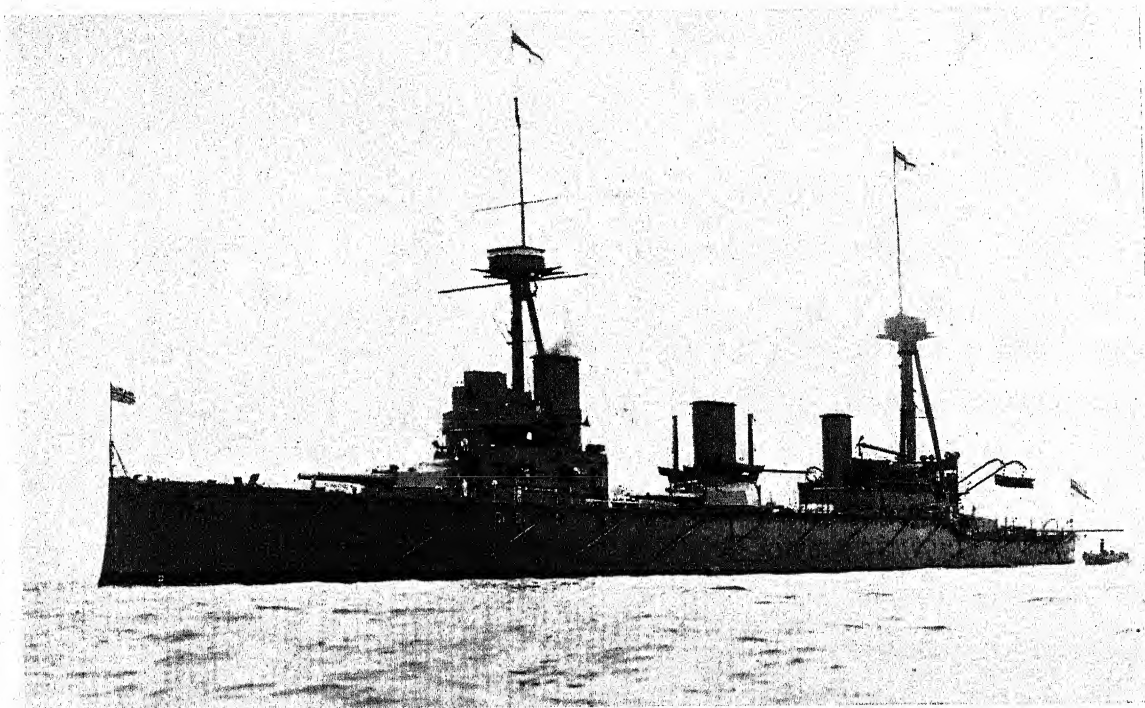
THE FOURTH "INDEFATIGABLE."



From the photograph by Ernest Hopkins.

THE FIFTH "INDEFATIGABLE."

attack. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French ships had been captured, and two were blown up. On the following day Lord Cochrane continued the attack, and a hot action followed in which more damage was done to the French. On the 14th Lord Cochrane was recalled by Lord Gambier and returned to England where he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to Lord Gambier. The Commander-in-Chief demanded a court-martial and was considered fortunate in securing an acquittal and the thanks of both Houses of Parliament. Napoleon said that the French Admiral was a fool, and the English Commander-in-Chief no better; also that Lord Gambier had not properly supported Lord Cochrane. Captain Lord Cochrane was made a K.B. and several officers were promoted. The British lost only 8 killed and 2 wounded.



THE SIXTH "INDEFATIGABLE."

From the photograph by H. J. Symonds.

In 1816 the "Indefatigable" was broken up at Sheerness.

The second "INDEFATIGABLE" or "Infatigable" was a French 40-gun frigate which had been built in 1796. She was of 1157 tons and carried a crew of 284 men. Her length, beam, and draught were 156 ft., 40 ft., and 12 ft.

She was captured on September 24th, 1806, off Rochefort by the "Mars," Captain William Lukin. She was added to the Navy, and her name was subsequently changed to "Immortalité."

The third "INDEFATIGABLE" was laid down at Woolwich early in 1833 and was to have been built from the timbers of the "Boscawen" as a 50-gun ship, sister to the "Vernon."

In March 1834 the Admiralty ordered the building to cease, and directed that the "Boscawen" was to be converted into a 70-gun ship.

The fourth "INDEFATIGABLE" was a 50-gun frigate, launched at Plymouth in 1848. She was of 2626 tons, and carried a crew of 500 men. Her length, beam, and draught were 180 ft., 51 ft., and 16 ft.

In 1864 this vessel proceeded to the Mersey as a mercantile training ship.

The fifth "INDEFATIGABLE" was an 8-gun twin-screw cruiser, launched at

Glasgow in 1891. She was of 3600 tons, 9000 horse-power, and 20 knots speed. Her length, beam, and draught were 300 ft., 44 ft., and 18 ft.

In December 1902 the "Indefatigable," commanded by Captain W. J. Grogan, was one of a combined Anglo-German fleet under Commodore R. A. J. Montgomerie with his broad pennant in "Charybdis" which established a blockade of the Venezuelan coast. These retaliatory measures were taken on account of outrages on British ships and subjects for which no satisfaction could be obtained. Nine Venezuelan gunboats or small craft were seized by the boats of the fleet, and two were taken to sea and sunk. President Castro immediately imprisoned all British and German subjects within his power, but he was forced to release them by the American Consul. A British merchant ship was seized by the mob at Puerto Caballo, but two ships at once proceeded to the place, and having released the ship, bombarded the fort. After an eight weeks' blockade, in which the British and German vessels divided the coast, the Venezuelans consented to arrangements which brought the blockade to a conclusion. A small Italian force also assisted in the blockade.

In 1910 this ship's name was changed to "Melpomene."

The sixth "INDEFATIGABLE" is a 24-gun turbine battle cruiser, launched at Devonport in 1909. She is of 18,000 tons, 45,000 horse-power, and 27 knots speed. Her length, beam, and draught are 570 ft., 80 ft., and 27 ft.

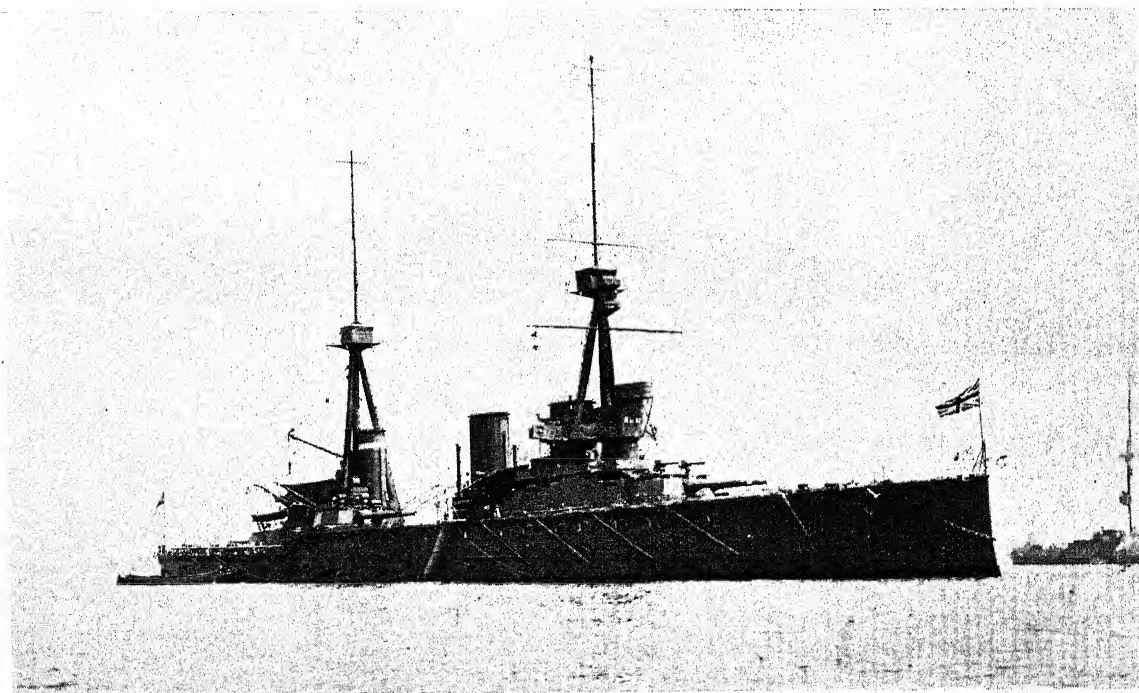
INDOMITABLE

INDOMPTABLE.



INDOMITABLE.—That which cannot be subdued or conquered. That which is untamable.

The first "INDOMITABLE," or "Indomptable," was a 2-gun French gunboat.



THE SECOND "INDOMITABLE."

From the photograph by Ernest Hopkins.

She was taken off Cape Otranto on January 6th, 1813, by the boats of the "Bacchante" and "Weazel."

The second "INDOMITABLE" is a 24-gun turbine battle cruiser, launched at Govan in 1907. She is of 17,250 tons, 41,000 horse-power, and 26 knots speed. Her length, beam, and draught are 530 ft., 78 ft., and 26 ft.

On July 15th, 1908, the "Indomitable," commanded by Commodore Herbert G. King-Hall, C.B., D.S.O., sailed from Portsmouth with Admiral His Royal Highness the Prince of Wales (afterwards His Majesty King George the Fifth) on board. They arrived at Quebec, and His Royal Highness landed at King's Wharf on July 22nd to take part in the celebrations in connection with the Ter-Centenary of Quebec. The "Indomitable" sailed again on July 29th, and arrived at Cowes with His Royal Highness on August 3rd, 1908.



Douglas Owen, Esq.
FIGUREHEAD OF THE SECOND
"INDUS."

capacity for several years until she was sold there in 1898 for £2750.

The third "INDUS" is the 16-gun screw armoured battleship "Defence" of 6150 tons, which was launched at Jarrow in 1861.

The group of ships acting as a training establishment for boy artificers at Devonport is known by the general name of "Indus." In this establishment are merged a "Téméraire," a "Triumph," a "Bellerophon," and a "Ganges," etc.

INDUS

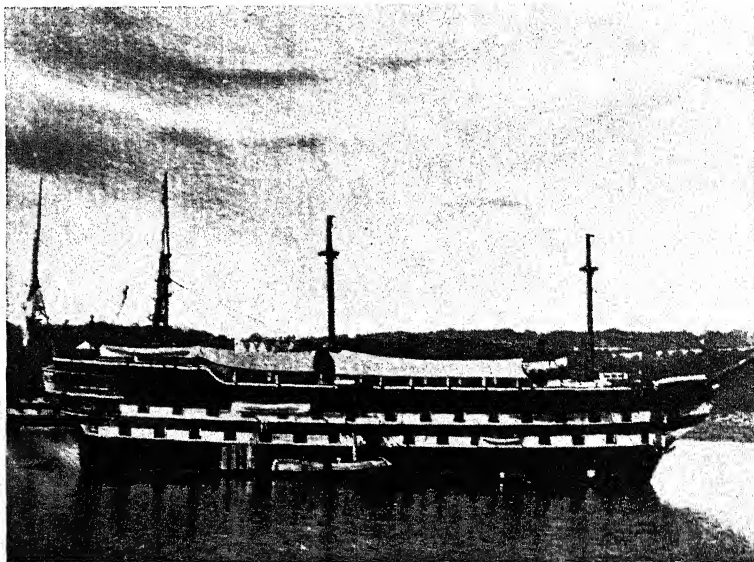
INDUS.—One of the great rivers of Asia, which rises in Tibet, at an elevation of 18,000 ft. above the sea, and after a course of 1800 miles, flows into the Arabian Sea, forming a delta which covers 3000 square miles. The quantity of water discharged by this river has been estimated at upwards of one hundred and fifty million tons annually.

The first "INDUS" was a 74-gun ship, launched on the Thames in 1812. She was of 1756 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.

In 1830 this ship's name was changed to "Bellona."

The second "INDUS" was a 78-gun ship, launched at Portsmouth in 1839. She was of 3653 tons, and carried a crew of 590 men. Her length, beam, and draught were 189 ft., 51 ft., and 16 ft.

The "Indus" became the flagship of the Admiral Superintendent of the dockyard at Devonport, and acted in that



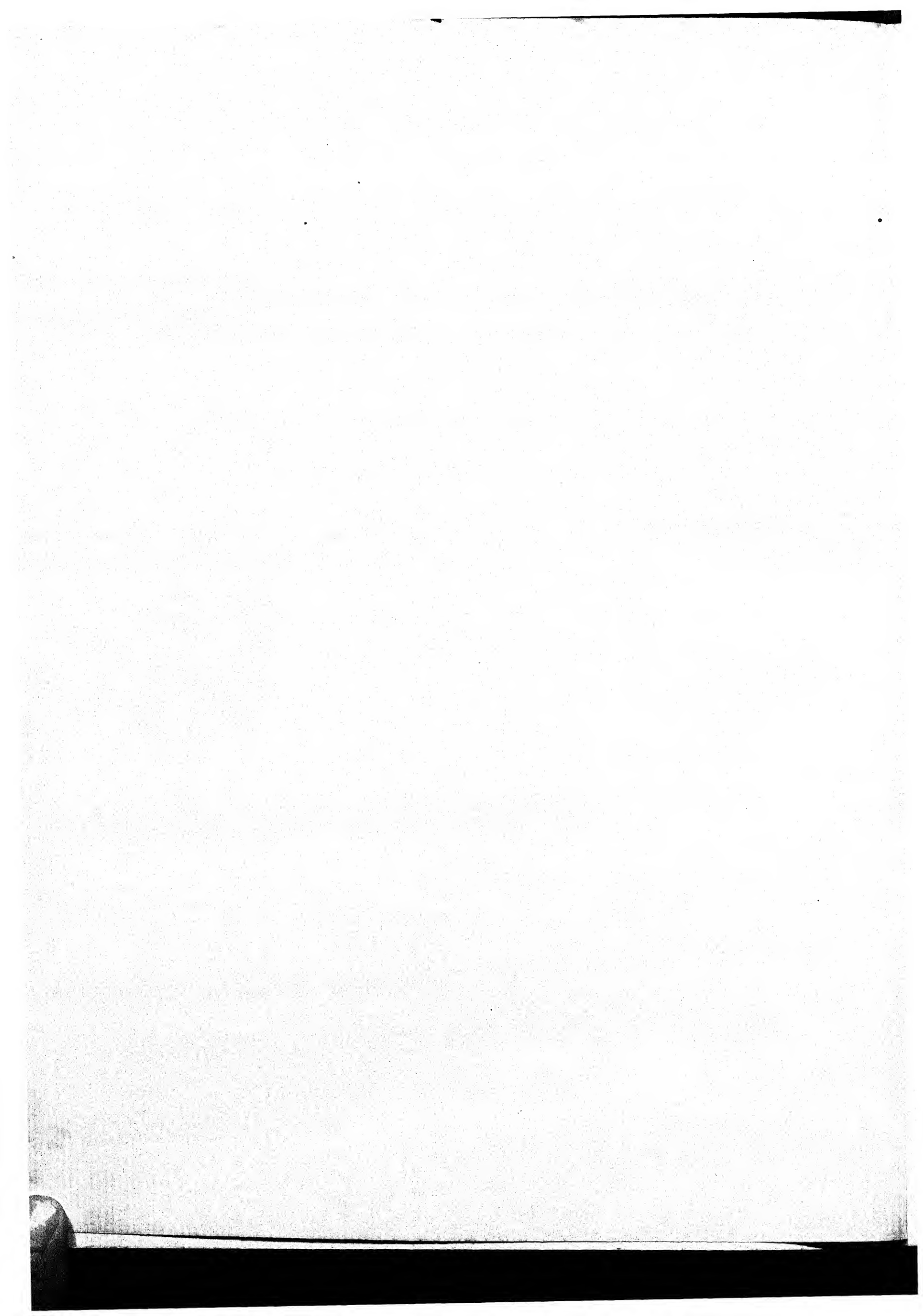
Rear-Admiral the Hon. Thomas S. Brand.
THE SECOND "INDUS."

OUR NAVAL OFFICERS

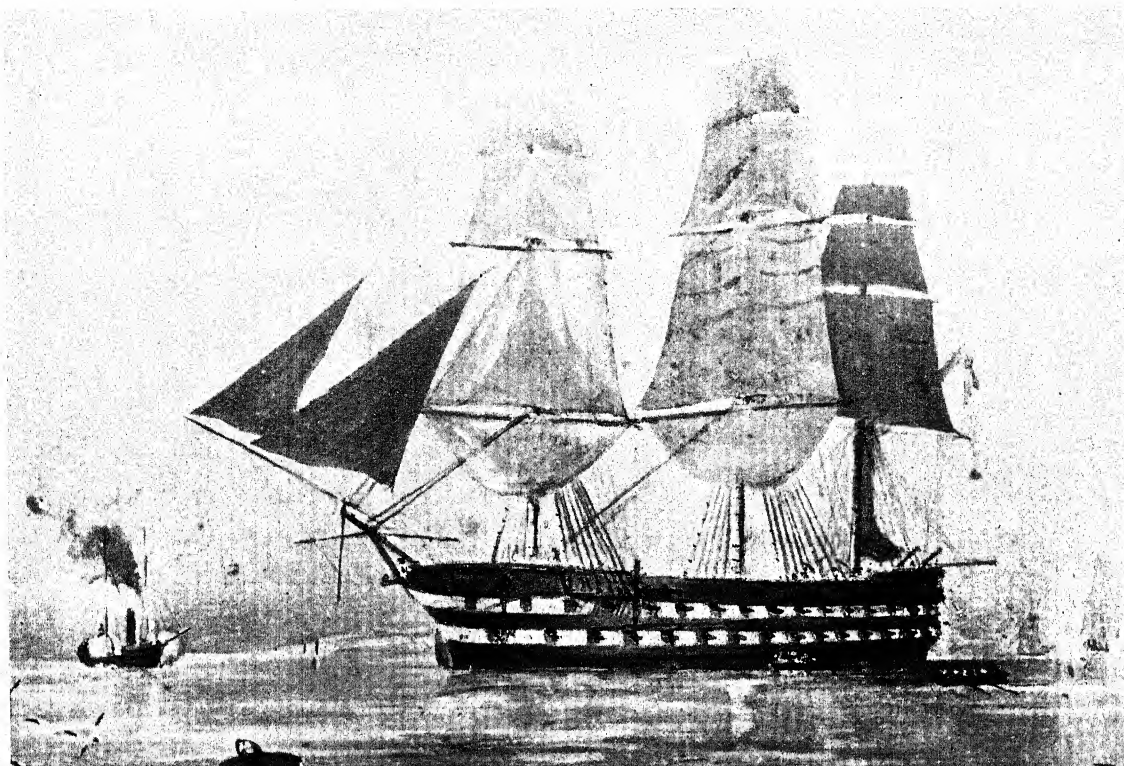
HOWE KEEPS THE SEA

Circa A.D. 1785-1795

IN THE "QUEEN CHARLOTTE"



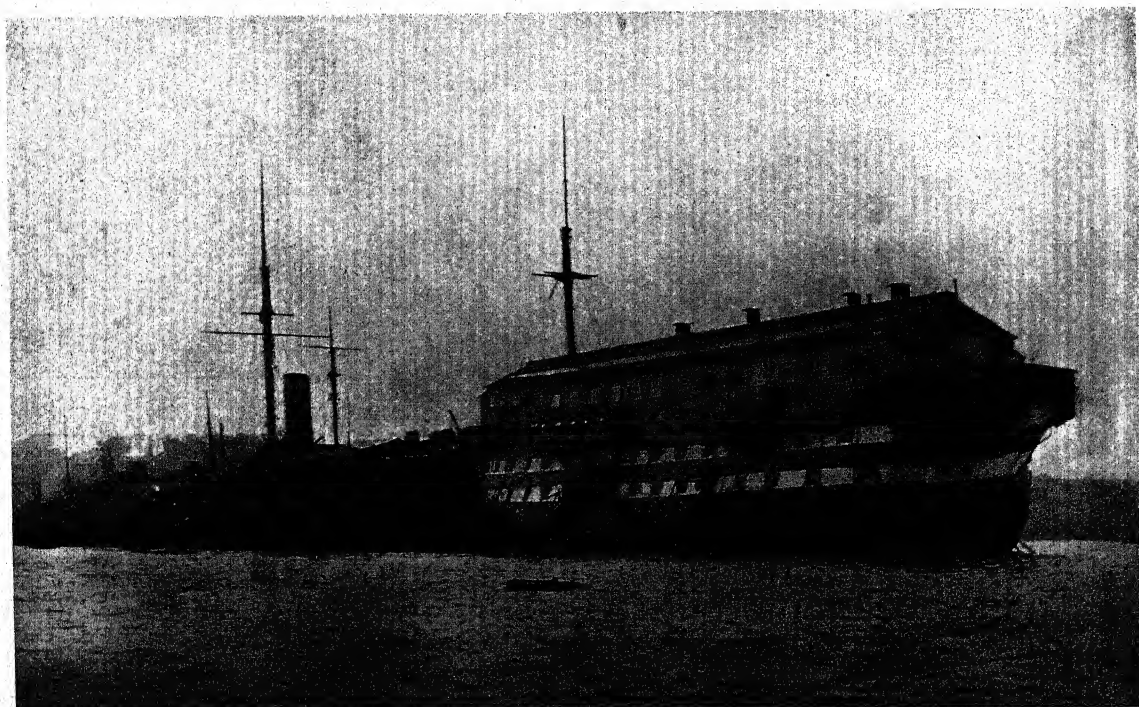




From an old drawing.

THE SECOND "INDUS."

Admiral Frederick A. Herbert.



THE "INDUS" ESTABLISHMENT.

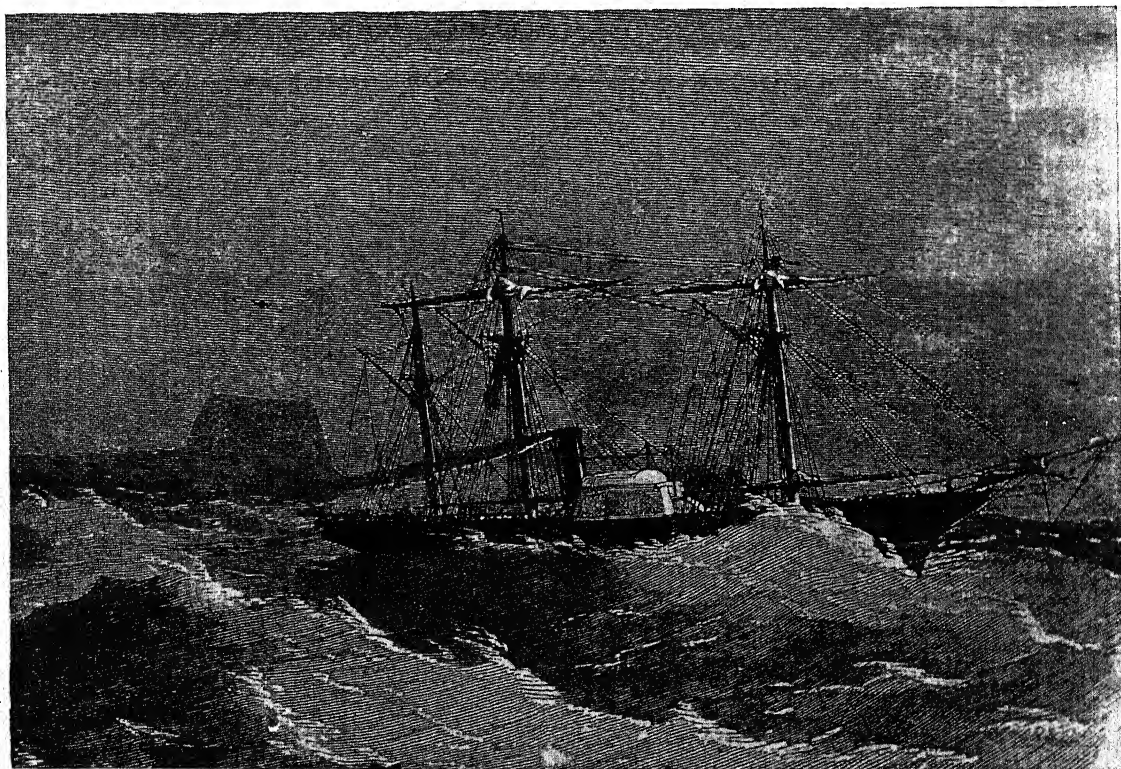
From the photograph by Abrahams & Sons.

INFLEXIBLE

The War of American Independence—		The second China War	
Operations on Lake Champlain	1776	Boat action in Escape Creek	1857
Action with American flotilla off Valcour	1776	Action in Sawshee Channel	1857
Hughes' action with De Suffren off Cuddalore	1783	The battle of Fatshan Creek	1857
The Wars of the French Revolution and Empire—		Operations at Mirs Bay and Coulan	1857-8
Gambier's bombardment of Copenhagen	1807	The bombardment and capture of Canton	1857
The first New Zealand War—		The Egyptian War—	
Minor part	1846	The bombardment and occupation of Alexandria	1882
The suppression of Chinese piracy	1849	Operations at Mehallet Junction	1882
The Russian War—		The seizure and occupation of the Suez Canal	1882
The attack on Port Nicolaieff	1854	The Nile expedition	1885
The blockade of Odessa	1854		

INFLEXIBLE.—That which cannot be bent; that which will not yield or be persuaded to change; unbending; unyielding; unrelenting.

The first "INFLEXIBLE" was a ship-rigged vessel mounting eighteen 12-pounders, built in Canada in 1776 in connection with the Lake Campaign with the American colonies. She was of 300 tons, and was found partially built at Quebec,



From a contemporary "Illustrated London News."

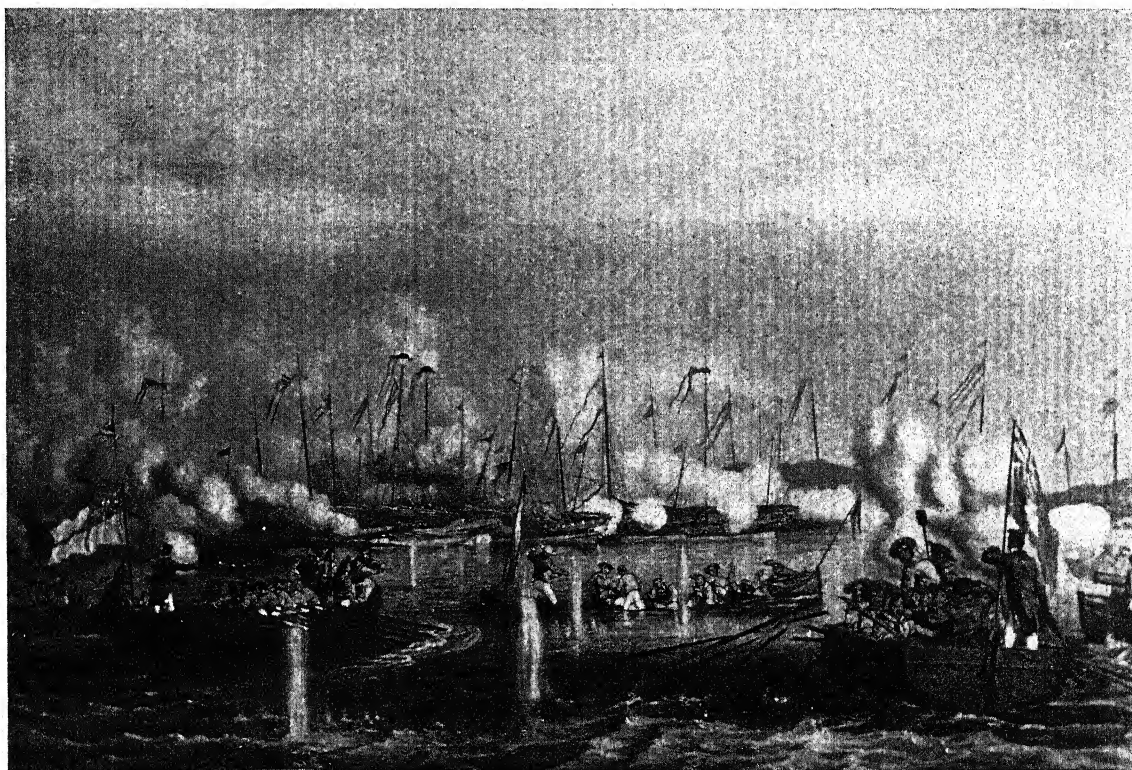
THE THIRD "INFLEXIBLE."

unbuilt by Captain Charles Douglas, R.N., of the "Isis," who commanded the British Naval Forces, shipped in thirty long boats, transported to Lake Champlain, and rebuilt at St. John's by Lieutenant Schank in four weeks.

Midshipman Edward Pellew, afterwards Admiral Lord Exmouth, was very active in helping to build the "Inflexible," and Lieutenant (afterwards Admiral Schank) related the following anecdote showing his strength and agility. On the day the "Inflexible" was launched Pellew

was on the top of the sheers helping to get in the mainmast. A tackle carried away, and Pellew and the mainmast were thrown into the lake. "Poor Pellew," said Schank, "he is gone at last!" But Pellew soon emerged, and was the first man to mount the sheers again. "Sir," Schank used to conclude in telling the story, "he was like a squirrel."

On October 11th, 1776, twelve days after she had been re-launched, the "Inflexible," commanded by Lieutenant Schank, took part in the attack on the American flotilla at Valcour. A hot action followed, in which the "Inflexible" greatly distinguished herself. Towards the evening she fired five point-blank broadsides at the American flotilla and silenced their whole line. The Americans lost two of their flotilla and the British lost one small boat, which was commanded by a German lieutenant. The Americans retreated and the English chased. On the 13th the "Inflexible" was again in action, and fought the American flotilla



After O. W. Brierly, R.A. Lithographed by E. Walker.

FATSHAN CREEK.

T. H. Parker, Brothers.

for five hours, and the enemy were defeated. In three days of fighting and retreating the Americans had lost one schooner, two galleys, and seven gondolas, while their killed and wounded amounted to 80. Their resistance was heroic, but their Lake Champlain Navy was practically decimated at a loss to the British of 40 killed.

Captain Charles Douglas was made a baronet for his work in connection with this affair.

The second "INFLEXIBLE" was a 64-gun ship, launched at Harwich in 1780. Captain Kempenfelt spoke of her as "replete with all the bad qualities that ignorance could bestow on a ship, she plunges violently and is crank and leewardly." She was of 1386 tons, and carried a crew of 500 men. Her length, beam, and draught were 160 ft., 45 ft., and 17 ft.

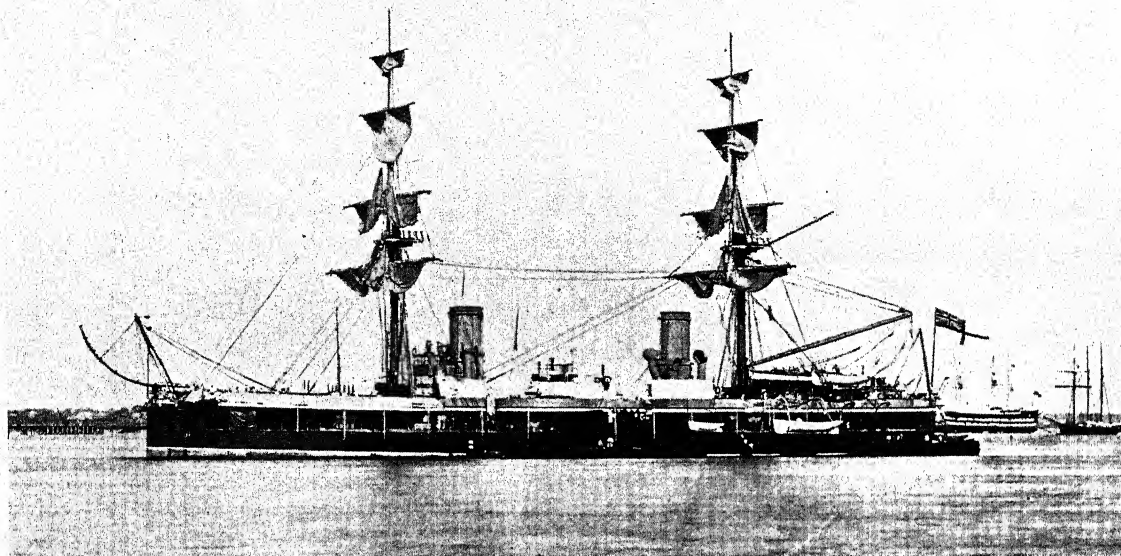
On June 20th, 1783, the "Inflexible," commanded by Captain the Hon. John Chetwynd, took part in the fifth action in the East Indies, between Vice-Admiral Sir Edward Hughes and Admiral de Suffren. It was known as the battle off Cuddalore. The English fleet consisted of 21 and the French fleet of 18 vessels. The fleets met and the action began at 4 P.M. and lasted until 7 P.M. The curious point about this action is that unknown to either belligerent it was fought five months after the preliminaries of peace had been signed. The French gained

a victory strategically and tactically, for though no ships were taken on either side this action prevented the reduction of Cuddalore. The English loss was 99 killed and 434 wounded. The French had 102 killed and 386 wounded.

In 1793 the "Inflexible" was fitted as a troop ship and used as such for some years. She then reverted to a 64-gun ship again.

In 1797 the "Inflexible" was deeply involved in the mutiny at the Nore. The men demanded more leave, a better distribution of prize money, arrears of pay, and a modification of the harshness in the Articles of War. Many of the men were hanged, several were flogged from ship to ship, and many others were imprisoned.

In 1807 the British government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly a fleet of 65 vessels, under Admiral Gambier with his flag in "Prince of Wales," was despatched against Denmark, and they anchored about 4 miles from Copenhagen in August and established a blockade. The "Inflexible," commanded by Captain Joshua Rowley Watson, joined the fleet on August



THE FOURTH "INFLEXIBLE" BRIG RIGGED.

From the photograph by H. J. Symonds.

7th. A large military force under General Lord Cathcart were landed and laid siege to the city of Copenhagen. On the 23rd a flotilla of bombs, mortar boats, and gunbrigs attacked Copenhagen from seaward, while the army got ready their batteries against the town. After much firing the Danes capitulated and surrendered their entire fleet of 70 vessels to the English. The big ships took no part in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet received the thanks of Parliament; Admiral Gambier was raised to the peerage, and Vice-Admiral Stanhope was given a baronetcy.

After service as a receiving ship at Halifax, from 1810 to 1819, the "Inflexible" was broken up in 1820.

The third "INFLEXIBLE" was a 6-gun paddle sloop, launched at Pembroke in 1845. She was of 1122 tons, 378 horse-power, and carried a crew of 160 men. Her length, beam, and draught were 190 ft., 36 ft., and 8 ft.

In 1846 the "Inflexible," commanded by Commander John Cochrane Hoseason, landed her seamen and marines to assist in the closing military operations of the first New Zealand War.

On May 30th, 1849, the "Inflexible," commanded by Commander John C. Hoseason, was engaged in the suppression of Chinese piracy. On this day the "Inflexible" was fired at by junks at the Lemna Islands, but her superior gunnery silenced them, and her boats, under Lieutenant William Everard Gordon, brought out eight of them.

In 1854 the "Inflexible," commanded by Commander George Otway Popplewell, was engaged in the war with Russia.

On October 4th, 1854, the "Inflexible," in company with the "Sidon," created a diversion in the Black Sea by making an attack on Port Nicolaieff.

During October the "Inflexible," with the "Sidon" and two French vessels, engaged in the blockade of Odessa, to prevent the Russians from communicating with the Crimea by sea.

In 1857 the "Inflexible" took part in the second China War, commanded by Commander John Corbett.

On May 25th, 1857, the boats from the "Inflexible" accompanied four small gunboats which steamed into Escape Creek under Commodore Elliott with his broad pennant in "Hong-Kong." While they were thus engaged the "Inflexible" watched the entrance to Second Bar Creek. They at once attacked 41 junks which were moored across the stream, and which opened a spirited fire directly the British approached. The attacking party formed in a line, as wide as possible, and replied with vigour. After a short time the Chinese hoisted their sails, cut their cables, and fled. The English pursued, and in most cases the junks fired a final broadside ere the boats came alongside, and the crew then leapt overboard and swam ashore. Seventeen junks were captured, and several were burnt by their crews. There were only two casualties from Chinese shell, but several men suffered from sunstroke.

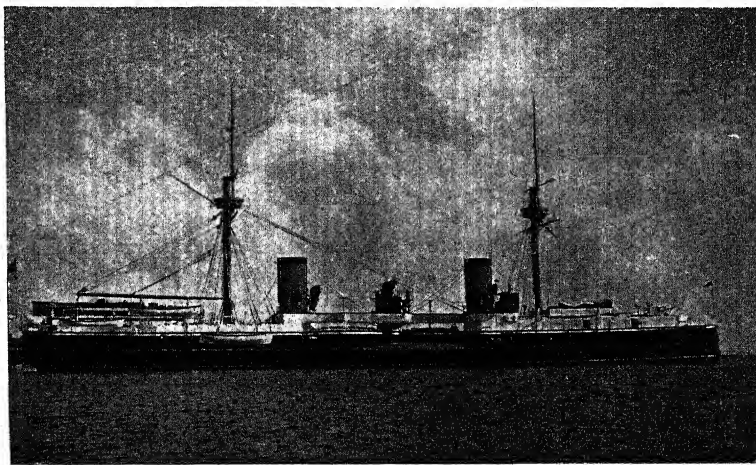
On May 27th the "Inflexible" proceeded upon another expedition up Saw-shee Channel, under Commodore Elliott, and fired many junks; the British suffering a loss of 31 wounded, which included 2 lieutenants and 1 surgeon from the "Inflexible."

On June 1st, 1857, the boats from the "Inflexible" joined a squadron of nine ships under Rear-Admiral Sir Michael Seymour with his flag temporarily in "Coromandel" which took part in the battle of Fatshan Creek. An assaulting party landed and attacked the forts while the ships and boats advanced on the junks. The fort was soon captured by Commodore Elliott, and the guns were turned on the junks. The gunboats grounded, but the boats pushed on in face of a heavy fire, and the Chinese abandoning their vessels the British had soon captured fifty. Twenty junks were found 3 miles farther up, and in the attack and subsequent capture of these, the "Calcutta's" launch and Commodore Keppel's galley were both sunk. Some of the fleeing junks were chased 7 or 8 miles, and then burned. The British lost 13 killed and 44 wounded, among whom were 3 officers killed and 4 wounded. The Chinese defended themselves vigorously, using boarding nets with effect, and at first caused the British to withdraw.

In June 1857 the "Inflexible" captured a piratical Chinese craft in Mirs Bay.

On December 28th, 1857, the "Inflexible," commanded by Commander George Arthur Brooker, was one of a Franco-British fleet of 32 ships which took part in the bombardment of Canton under Admiral Sir Michael Seymour. British and French troops and a Naval Brigade, 1500 strong, were landed and co-operated in the attack. On the 29th scaling ladders were sent forward, and an hour after the assault the town was captured and occupied, and 400 guns were destroyed. The Naval Brigade in the whole operations lost 7 killed and 32 wounded.

On September 3rd, 1858, the "Inflexible," commanded by Commander George Augustus Brooker, was one of four ships under Captain Nicholas Vansittart in "Magicienne," which attacked and destroyed the town of Coulan. This place was a piratical stronghold, and a



From the photograph by H. J. Symonds.

THE FOURTH "INFLEXIBLE."

THE KING'S SHIPS

INFLEXIBLE

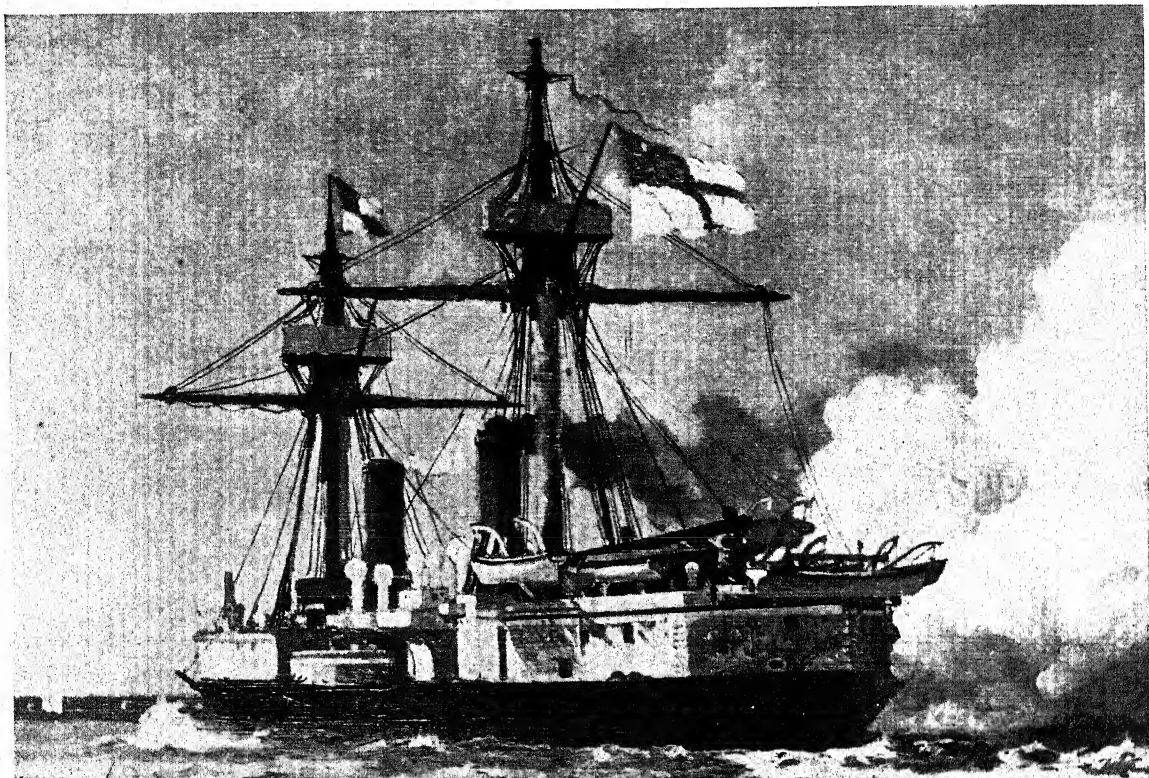
14-gun stockade, 26 armed junks, and 74 row-boats mounting 236 guns were destroyed, 372 pirates being killed during the operations.

In 1864 the "Inflexible" was sold for £4224.

The fourth "INFLEXIBLE" was a 4-gun twin-screw turret ship, launched at Portsmouth in 1876. She was of 11,400 tons, 8000 horse-power, and 15 knots speed. Her length, beam, and draught were 320 ft., 75 ft., and 25 ft.

In 1882 the "Inflexible," commanded by Captain John Fisher, took part in the Egyptian War.

In July the "Inflexible" lay off Alexandria in a fleet of 14 ships, commanded by Admiral Sir Beauchamp Seymour with his flag in "Alexandra."



Painted by the Chevalier E. de Martino.

Admiral of the Fleet Lord Fisher.

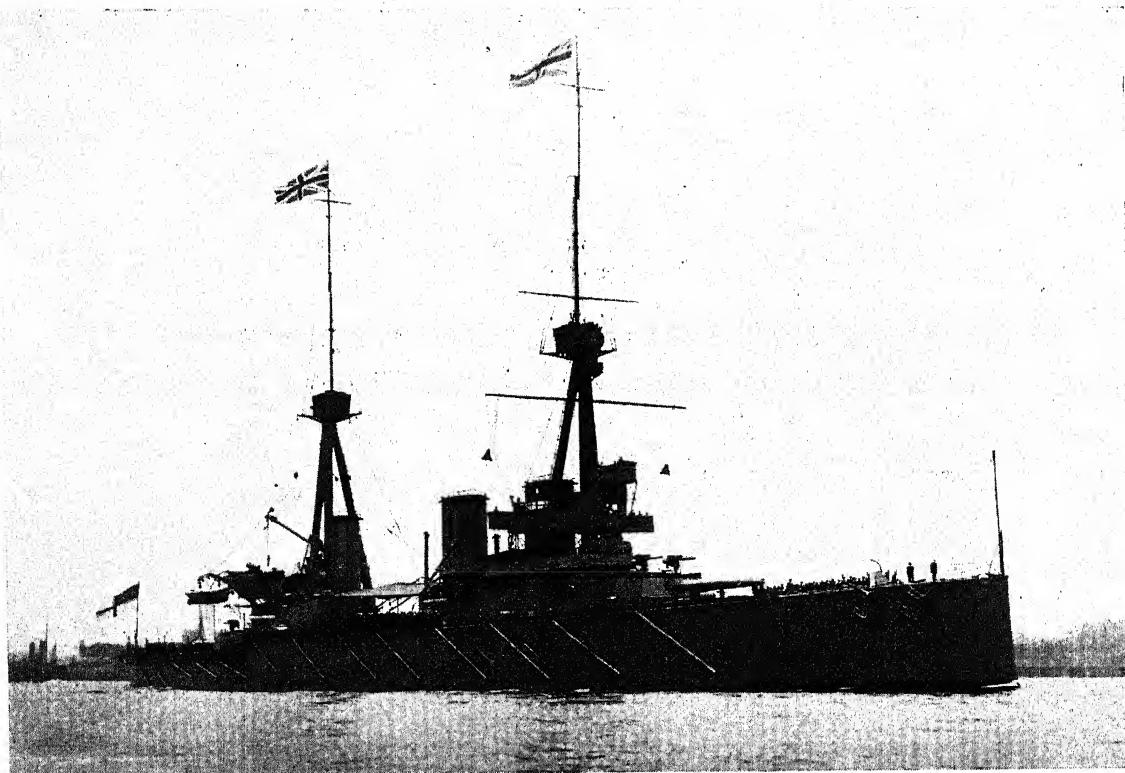
THE FOURTH "INFLEXIBLE" IN ACTION AT ALEXANDRIA.

The Egyptians having failed to surrender their forts, the Commander-in-Chief transferred his flag to the lighter draught battleship "Invincible," and on July 11th at 7 A.M. the "Alexandra" fired the first shot in the bombardment of Alexandria. The "Inflexible" was stationed in the Corvette Pass, 3750 yards from Mex, and the concussion of her guns smashed her boats, and damaged her superstructure. The ships were all cleared for action with topgallant masts struck and bowsprits rigged in. By 7.10 A.M. all ships were engaged, and all the forts that could bring their guns to bear replied with vigour. At 12.30 the Mex forts having received enough punishment, the "Inflexible" moved eastward and engaged Forts Pharos and Ada. During the firing one of the turret-guns stopped firing, and the gunnery lieutenant, Frank C. Younghusband, had himself rammed into the gun where he cleared the vent, and then, after being nearly suffocated by the powder gases, was hauled out by a rope tied to his feet. By 5 P.M. all the Egyptian guns were silent, and the fleet ceased bombarding at 5.30 P.M. The "Inflexible" was the ship most injured. Besides being somewhat mauled aloft, and having her unarmoured parts penetrated in various places, she was struck outside the citadel below the water line by a 10" Palliser shot, which glanced upwards, passed through the deck, killed Carpenter Shannon, and mortally wounded Lieutenant Jackson on the superstructure. In the course of its career it impressed the name on its base on an iron bollard which is now preserved

at Whale Island, and by way of a small reminder of the action it wrecked the captain's cabin. According to the Egyptian official account the "Inflexible" sank off Fort Ada at 10 A.M. ! The only conceivable source of this statement is the fact that some weeks after the bombardment the "Inflexible" had to be dry docked for repairs.

The British casualties were 5 killed and 28 wounded, to which the "Inflexible" contributed 1 killed, 1 mortally wounded, and 1 wounded. The Egyptian loss has never been properly ascertained, but it is believed to have been about 150 killed and 400 wounded, out of the 2000 men engaged in the working of the forts. During the day the small gunboats were able to engage the heavy forts, by the simple expedient of going so close that the Egyptian guns could not be depressed sufficiently to hit the ships' hulls.

The "Inflexible" contributed to a Naval Brigade which occupied and policed the town



From the photograph by H. J. Symonds.

THE FIFTH "INFLEXIBLE" FLYING TWO UNION FLAGS.

of Alexandria with its turbulent population. Captain John Fisher commanded the outer line of defences, and Captain Lord Charles Beresford acted as Chief of Police in the town.

Lieutenant William Harvey Pigott of the "Inflexible" and a seaman mounted the damaged lighthouse at great risk, and relighted the lamp in it, but neither was able to descend until rescued.

Captain Fisher, assisted by Lieutenant Richard Poore, devised and improvised an armoured train, which at once became exceedingly useful for reconnoitring purposes, and which was used first in action on July 28th, and then continuously. Captain Fisher was sent for by the Khedive and complimented, on relinquishing some of his shore duties.

On August 5th the "Inflexible" contributed to a Naval Brigade which left Alexandria in the armoured train which was commanded by Captain John Fisher. The marines were detrained about 800 yards from Mehallet Junction, and, assisted by a 40-pounder Armstrong gun, quickly dislodged the enemy. During the evening the Brigade was exposed to a galling fire, but the marines behaved with great gallantry and bore the brunt of the attack. The casualties in this affair were 1 marine killed and 12 wounded, and 1 seaman killed and 4 wounded. The Naval Brigade were then recalled to their ships.

THE KING'S SHIPS

INSOLENT

In August 1882 the "Inflexible's" men assisted in the seizure and occupation of the Suez Canal.

Captain John A. Fisher was given the C.B., and Commander Albert B. Jenkins was promoted to captain, for their services.

In 1885 the "Inflexible" contributed to a Naval Brigade which operated on the Nile under Captain Lord Charles Beresford. They took part in the battles of Abu Klea, Metemmeh, and Wad-Habeshi, and in the relief of Sir Charles Wilson.

After some years' service as post guardship at Portsmouth, the "Inflexible" was sold at Chatham in 1903.

The fifth "INFLEXIBLE" is a 24-gun turbine battle cruiser, launched at Clydebank in 1907. She is of 17,250 tons, 41,000 horse-power, and 26 knots speed. Her length, beam, and draught are 530 ft., 78 ft., and 26 ft.

On September 1st, 1909, the "Inflexible," while commanded by Captain Henry H. Torlesse, hoisted the Union Flag of Admiral of the Fleet Sir Edward Hobart Seymour. She thus became the first steam man-of-war to carry the Union of an Admiral of the Fleet. The last occasion of a Union being hoisted at sea was when H.R.H. the Duke of Clarence (afterwards H.M. King William IV.) did so in 1814, to receive the allied squadrons at Spithead, on the occasion of Napoleon going to Elba. On the day that the "Inflexible" left Portsmouth the unusual sight was witnessed of a ship with two Union Flags flying. That at the fore was the usual signal for a man-of-war leaving harbour, while the Union Flag of the Admiral of the Fleet was being displayed at the main. The battle cruiser proceeded to New York where the cruisers "Drake," which was flying the flag of Rear-Admiral F. T. Hamilton, "Duke of Edinburgh," and "Argyll" joined the Union. The Admiral of the Fleet was the representative of the British nation at the Hudson-Fulton centenary celebrations, instituted by the State of New York in honour of the tercentenary of Henry Hudson's discovery of the River Hudson and the practical centenary (really 102 years) of Robert Fulton's launching the first steamer on that river. The Admiral of the Fleet, returning to England in the "Inflexible," struck his Union Flag on October 19th, 1909.

INSOLENT

The Wars of the French Revolution and Empire—The action in Basque Roads, 1809

INSOLENT.—Haughty and contemptuous.

The first "INSOLENT" was a 14-gun brig sloop, captured from the French as the "Arrogante" in 1798. She was of 258 tons, and carried a crew of 65 men. Her length, beam, and draught were 92 ft., 26 ft., and 10 ft.

On March 17th, 1809, the "Insolent," commanded by Lieutenant John Row Morris, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads under Admiral Lord Gambier with his flag in "Caledonia" to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships. On April 11th, twelve fireships made sail towards the harbour, accompanied by explosion vessels and supported by men-of-war, and broke the boom under a heavy fire. The French fell into a great panic, cut their cables and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier that if half the fleet could be sent in, the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed, and the two remaining French ships ran ashore to avoid capture. The "Insolent" was inside attacking the enemy. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. On the day following the attack continued, and on the 14th Lord Gambier recalled Lord Cochrane, who returned to England and intimated that from his seat in the House of Commons he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier at once demanded a court-martial, and was considered fortunate in securing an acquittal and the

INVINCIBLE

THE KING'S SHIPS

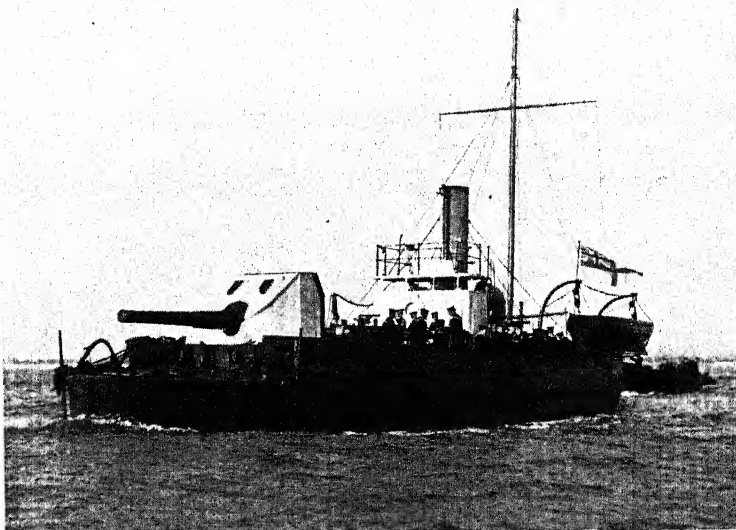
thanks of both Houses of Parliament. Napoleon said that the French Admiral was a fool, and that Lord Gambier was no better; and that Lord Gambier had not properly supported the attack. Captain Lord Cochrane was made a K.B. and several officers were promoted. The British lost only 8 killed and 24 wounded.

In 1818 the "Insolent" was sold.

The second "INSOLENT" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 235 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 5 ft.

In March 1869 the "Insolent" was sold at Chefoo for 5000 Mexican dollars.

The third "INSOLENT" is a 1-gun twin-screw gunboat, launched at Pembroke in 1881. She is of 265 tons, 110 horse-power, and 8 knots speed. Her length, beam, and draught are 85 ft., 26 ft., and 7 ft.



From the photograph by Ernest Hopkins.

THE THIRD "INSOLENT" (SISTER).

INVINCIBLE

"Monsieur, vous avez vaincu L'Invincible" . . . 1747

The War of American Independence—

Rodney's action with Spaniards off Finisterre . . . 1780
Rodney's action with De Langara off St Vincent . . . 1780
Hood's action with De Grasse off Martinique . . . 1781
Graves's action with De Grasse off the Chesapeake . . . 1781
Hood's action with De Grasse off St. Kitts . . . 1782
Recaptured British "Argo" from the French . . . 1783

The Wars of the French Revolution and Empire—

The Glorious First of June . . . 1794
"Whom the Lord loveth he chasteneth" . . . 1794
Capture of Spanish vessels off Trinidad . . . 1797

The capture of Trinidad . . . 1797
Boat operations at Puerto Rico . . . 1797
The bombardment of San Juan . . . 1797
The defence of Matagorda Fort . . . 1810
The defence of Tarragona . . . 1811
Operations at Percello and Ampolla . . . 1813
The reduction of Fort St. Philip . . . 1814

The Spanish Intransigentes . . . 1873
The occupation of Cyprus . . . 1879

The Egyptian War—

The bombardment and occupation of Alexandria . . . 1882
The action at Mehallet Junction . . . 1882
The Nile expedition . . . 1885



INVINCIBLE.—Not to be conquered or subdued.

The first "INVINCIBLE" was a prize of that name taken from the French on June 17th, 1694.

On that day the "Dunkirk," 60 guns, and the "Weymouth" 48 guns, fell in with the "Invincible" in the English Channel. The action started at 2 A.M. and after a six hours' sharp engagement, the brunt of which was borne by the "Weymouth," the "Invincible" hauled down her colours.

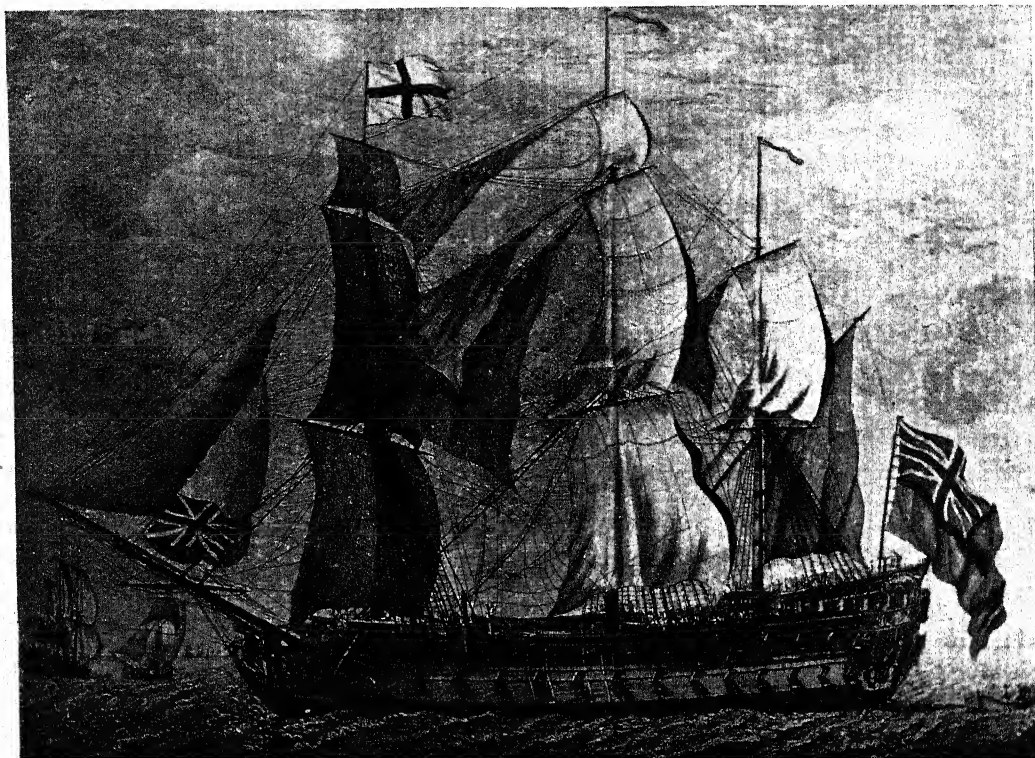
The second "INVINCIBLE" was a prize taken from the French on May 3rd,

1747, when Vice-Admiral Anson defeated Admiral de la Jonquière, 70 miles off Cape Finisterre. She was a 74-gun ship of 1793 tons, and her length, beam, and draught were 171 ft., 49 ft., and 21 ft. She carried a crew of 700 men.

When the French Commodore, the Chevalier de St. George, surrendered his sword to Anson on board the "Prince George," in spite of his wound and misfortune, he remarked, in allusion to two of the captured ships being named "La Gloire" and "L'Invincible," "Monsieur, vous avez vaincu 'L'Invincible,' et la 'Gloire' vous suit."

Of the "Invincible" Anson wrote: "She is a prodigious fine ship, and vastly large. I think she is longer than any ship in our fleet, and quite new."

On June 26th, 1749, a court-martial was held on board the "Invincible" at Portsmouth



Engraved by R. Shortt.

Commander Sir Charles L. Cust, Bart., R.N., etc.

THE SECOND "INVINCIBLE."

in connection with the mutiny of the "Chesterfield" on the west coast of Africa. Lieutenant Samuel Coachman, R.N., and Lieutenant John Morgan, Royal Marines, were shot, and four seamen were hanged for leading the revolt.

In 1757 the "Invincible" lost her main and mizzen masts in a hurricane off Louisbourg.

On February 19th, 1758, the "Invincible," commanded by Captain John Bentley, started in the expedition commanded by Admiral the Hon. Edward Boscawen, which eventually captured Cape Breton Island. But on the day of leaving, the "Invincible" missed stays, and running ashore on the Ower's Shoal, became a total loss. Fortunately no lives were lost.

The third "INVINCIBLE" was a 24-gun frigate, captured from the French in 1757.

She was captured after a stubborn fight by the "Unicorn," 26 guns. Captain John Rawling of the "Unicorn" was mortally wounded.

The fourth "INVINCIBLE" was a 74-gun ship, launched from the Merchant's Yard, Deptford, in 1765. She was of 1631 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 17 ft.

In 1780 the "Invincible," commanded by Captain Charles Saxton, was in an English fleet of some 21 ships of the line, and 11 frigates, under Admiral Sir George Rodney. They sailed from Plymouth on December 29th, 1779, for Gibraltar and the West Indies. At daylight on January 8th, twenty-two Spanish sail were sighted and at once chased. After a few hours' action they were all captured. Seven were men-of-war, chiefly frigates, and the remainder were merchant vessels laden with stores and provisions for the Spanish fleet at Cadiz. This action was fought about 300 miles west of Cape Finisterre, and the ships then proceeded towards Gibraltar.

On January 16th, close to St. Vincent, another Spanish squadron was sighted, consisting of 11 ships of the line and 2 frigates, under Don Juan de Langara. The English ships at once chased, and at 4 P.M. the leading ships got into action. At 4.30 P.M. a Spanish 70 blew up with all on board, and at 6 another struck. A night action followed, and at 2 A.M. the Spaniards surrendered. Besides the one blown up, six Spanish ships were captured, but of these, two drove ashore and were lost.

In April 1780 the "Invincible," commanded by Captain Charles Saxton, suffered the



Painted by N. Pocock.

HOOD'S DEFENCE AT ST. KITTS.

The Painted Hall, Greenwich.

disgrace of a serious mutiny. The seamen had six months' wages due to them, and refused to weigh anchor until they were paid. The mutineers were well-behaved and respectful, but no threats or promises would induce them to go to sea. A 74-gun ship was warped alongside and ostentatious preparations were made for battle, but the mutineers did not seem to mind. They effected their purpose, but four men were tried by court-martial, two of whom were sentenced to 500 lashes.

In 1781 the "Invincible," commanded by Captain Sir Richard Bickerton, Bart., was in a fleet of 20 ships, commanded by Rear-Admiral Sir Samuel Hood with his flag in "Barfleur." The French fleet, under the command of Rear-Admiral Comte de Grasse, consisted of 27 ships. The fleets sighted one another off Martinique on April 28th and manœuvred until noon on the 29th, when an indecisive and long range action took place, in which three English ships were disabled. On April 30th, having failed to get into close touch with the enemy, Sir Samuel Hood stood away for St. Kitts.

In September 1781 the "Invincible," commanded by Captain Charles Saxton, was in a fleet of 27 ships under the command of Rear-Admiral Thomas Graves with his flag in "London," which fought the French under Admiral Comte de Grasse off the Chesapeake, towards the end of the war with the American colonies. The French had 24 ships. The fleets met on September 5th and the action began at 3.30 P.M., ceasing shortly after sunset. The English lost 90 killed and 246 wounded. The French lost about 200 killed and wounded. Rear-Admiral Sir Samuel Hood considered that Graves lost the action through making tactical errors; and the failure to defeat the French fleet had a great influence on the final outcome of the war with America.

Five days later it was found necessary to burn the "Terrible," a ship which had been kept afloat with difficulty since the action.

In 1782 the "Invincible," commanded by Captain Charles Saxton, was in a fleet of 30 ships, commanded by Rear-Admiral Sir Samuel Hood with his flag in "Barfleur." On January 23rd they put to sea to meet a French fleet said to be in sight of St. Kitts in the West Indies. The fleets were in sight of one another on January 25th, and all the forenoon they manœuvred for position. The French were commanded by Admiral Comte de Grasse. By 2.30 P.M. the French were attacking the British rear without success. By 4 P.M. Hood had anchored his whole fleet at St. Kitts and had taken possession of the roadstead, and all firing ceased at 5.30. Hood then anchored his fleet in line of battle. The French returned to the attack on the following morning, and an action of great fury began at 9 A.M. in which the French ships swept down the sides of the anchored British fleet. The attempt failed again during the afternoon, and Sir Samuel Hood was left in possession of the roadstead until February 13th, when he sailed after dark, having given the French a severe check. The British lost 72 killed and 244 wounded. The French lost 107 killed and 207 wounded.

In 1783 the "Invincible," commanded by Captain Charles Saxton, chased and recaptured from the French the British 44-gun frigate "Argo" on February 19th. She had sailed under the French flag for three days only.

On May 5th, 1794, the "Invincible," commanded by Captain the Hon. Thomas Pakenham, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops, and hospital ships, under Admiral Earl Howe with his flag in "Queen Charlotte." Until the 28th Lord Howe searched for the French fleet, which consisted of 26 ships, 7 frigates, and 4 small craft under Rear-Admiral Villaret-Joyeuse with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th took an American brig and two French frigates. On May 28th the French fleet was sighted and at once chased. A partial action began at 5 P.M.; the "Invincible" exchanged broadsides with the enemy. By 10 P.M. one French ship was disabled with 400 killed and wounded, but was rescued and towed away. On May 29th a further action took place in which the French were badly mauled, and the British lost 67 killed and 128 wounded. On June 1st the British stood over to the attack, and the action began at 9.30. Howe's fleet broke through the French line and engaged from leeward. The "Invincible" engaged the "Juste" and forced her to bear up. When meeting the fire of the "Queen Charlotte," the "Juste" struck. Lord Howe sent two frigates to tow the "Invincible" out of the line, but when they arrived Captain Pakenham refusing a tow rope, asked for wads and shot-hole stoppers, and directed the frigates to go and tow the "Cæsar" into the line! By 11.30 the action was practically over, and the British had 11 and the French 12 more or less dismasted vessels. The British lost 290 killed and 858 wounded, which included 3 captains killed and 3 admirals wounded. The "Invincible" had her fore and main masts shot through, and lost her main topmast, but to prove she was ready for any service, Captain Pakenham sent a boat to the flagship "Queen Charlotte" inviting Lord Howe to hoist his flag in her, if his ship was too crippled to continue the fight. The "Invincible" lost 14 killed and 31 wounded. The French lost 6 ships captured, 1 sunk, and about 7000 men killed, wounded or prisoners, on this the Glorious First of June 1794. After the action Captain Pakenham, who was a typical Irishman, passed close to the "Defence," lying a dismasted wreck and commanded by the puritanical Gambier. "Never mind, Jimmy," shouted Pakenham, "whom the Lord loveth, he chasteneth." Lady Mary Howe, the second daughter of Earl Howe, in writing to her sister, Lady Altamont, relates the following story of Captain Pakenham:

I think I have now sent you all my stories, except that Tom Pakenham, having fired away in a rude style on one of the French men-of-war, and observing they did not answer the compliment in the manner he expected, stopped his fire, and desired to know if the ship had struck. On being answered they had not he halloed out, in a great rage, "Then, damn ye, why do you not fire?" Remarking that one of the enemy's ships had shot away the topmasts of one commanded by his particular friend, Pakenham declared with an oath, "I'll pay you for that"; and bearing down on the Frenchman, he gave him a broadside for the affront to his friend. After the action on the 29th, he sent word to my father, that his men and guns were quite ready for another touch, but they must tow him into the line for his ship would not stir, and then he would do his duty.

In February 1797 the "Invincible," commanded by Captain George William Cayley, was in a fleet of 12 ships, commanded by Rear-Admiral Henry Harvey with his flag in "Prince of Wales." They arrived at Trinidad by way of Boca Grande on February 16th, accompanied by troops under Lieutenant-General Sir Ralph Abercromby. Here was found a squadron

of five Spanish ships, which, to the astonishment of the British, showed no fight, but at once set fire to their vessels. One was saved and brought out by the boats of the fleet. The troops were then landed, and on the following day the Spaniards capitulated, and Trinidad became British. Thence the fleet proceeded to attack Puerto Rico, and the boats were sent in under two lieutenants. They captured three French privateers and their twelve prizes, from right under a battery, which was dismantled on the following day. From Puerto Rico they proceeded to San Juan, which was bombarded. But after a time the attempt on San Juan was abandoned and the troops re-embarked.

In August 1799 the "Invincible," commanded by Captain G. W. Cayley, was in a squadron of nine vessels commanded by Vice-Admiral Lord Hugh Seymour with his flag in "Prince of Wales." They arrived at the Dutch colony of Surinam on August 11th. After negotiations



After R. Clevely. Engraved by T. Medland.

THE GLORIOUS FIRST OF JUNE.

British Museum.

lasting over several days, the Dutch Governor capitulated. By the 22nd the whole of Dutch Guiana became British. A Dutch 16-gun vessel and a French 20-gun sloop were included in the surrender.

In March 1801, the "Invincible," commanded by Captain John Rennie, and flying the flag of Rear-Admiral Totty, set out in a large fleet destined for the Baltic and the bombardment of Copenhagen, under Admiral Sir Hyde Parker and Vice-Admiral Lord Nelson.

On March 16th the "Invincible" was wrecked and lost on Hammonds Knowl off the coast of Norfolk. She was going 9 knots as she grounded and struck violently at 2.30 P.M. In order to lighten her as much as possible, the yards and topmasts were struck and some of the provisions thrown overboard. At 5.30 P.M. the masts were cut away and the ship drifted off into 17 fathoms of water and was anchored. At 9 o'clock the flood tide drove her onshore again. A fishing smack having closed the ship, some boys and passengers were put on board her, and the Admiral and his secretary went on board her also. At daybreak next morning the "Invincible" suddenly began to sink and went down almost immediately. "The horror of the scene," wrote Admiral Totty, "and the screams of the unhappy sufferers, at the moment the ship went down, exceed all power of description. Numbers who were struggling with the waves attempted to lay hold of the launch, but the boat was already overlaid, and, for the

THE KING'S SHIPS

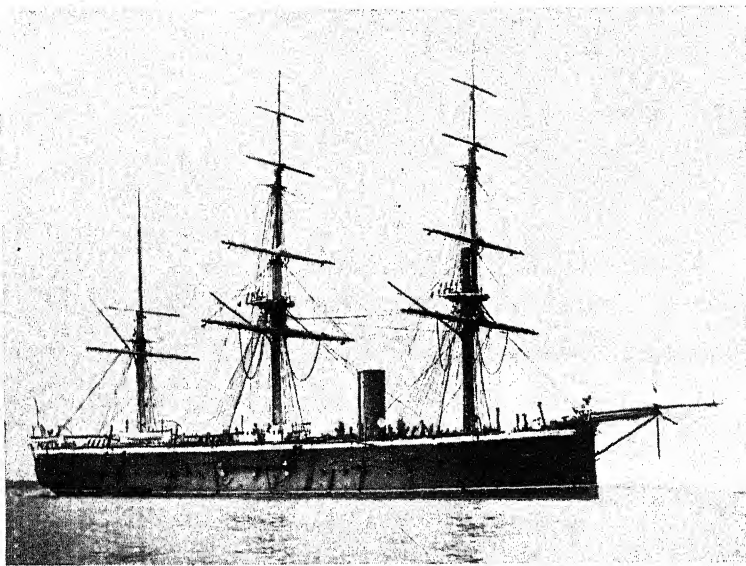
INVINCIBLE

safety of those who were in her, the drowning wretches were beaten off, and, soon exhausted, they perished in the waves." Captain Rennie and about 400 souls were drowned. The Rear-Admiral and only about 160 men were saved.

The fifth "INVINCIBLE" was a 74-gun ship, launched at Woolwich in 1808. She was of 1674 tons, and carried a crew of 590 men. Her length, beam, and draught were 170 ft., 48 ft., and 18 ft.

In 1810 and 1811 the "Invincible," commanded by Captain Charles Adam, was employed in assisting the Spanish patriots against the French by defending Matagorda Fort on the outskirts of Cadiz. She also assisted in the defence of Tarragona against the French army under Marshal Suchet.

In 1813 a detachment of her seamen, under Lieutenant Corbyn, assisted at the reduction of Percello, and in the capture of two French privateers at Ampolla.



From the photograph by H. J. Symonds.

THE SEVENTH "INVINCIBLE."

In June 1814 the "Invincible" assisted in the reduction of Fort St. Philip in the Col de Balageur, after a siege replete with arduous service.

For some years the "Invincible" acted first as a powder vessel, and then as a coal depot at Devonport, and she was broken up in 1861.

The sixth "INVINCIBLE" was a French 16-gun privateer.

She was captured in the Bay of Biscay on April 17th, 1813, by the "Mutine," Commander Nevinson de Courcy, after a running fight of two hours.

She crossed the Atlantic, was taken by an American frigate, and was recaptured on May 16th, 1813, off Cape

Ann Town, by the boats of the "Shannon," Captain P. B. V. Broke.

The seventh "INVINCIBLE" was a twin-screw 14-gun broadside ironclad, launched at Glasgow in 1869. She was of 6010 tons, 4830 horse-power, and 14 knots speed. Her length, beam, and draught were 280 ft., 54 ft., and 23 ft.

In 1873 the "Invincible," commanded by Captain John Clark Soady, was one of a small squadron under Vice-Admiral Sir Hastings Yelverton, which proceeded to the Spanish coast and established a blockade of the Spanish Mediterranean littoral. She assisted in the operations against the Spanish Intransigentes and prevented the insurgent ships from bombarding various coastal towns.

In 1879 the "Invincible," commanded by Captain Lindesay Brine, was one of a squadron of seven ships which occupied the island of Cyprus under Vice-Admiral Lord John Hay with his flag in "Minotaur." In 1882 the "Invincible" took part in the Egyptian War.

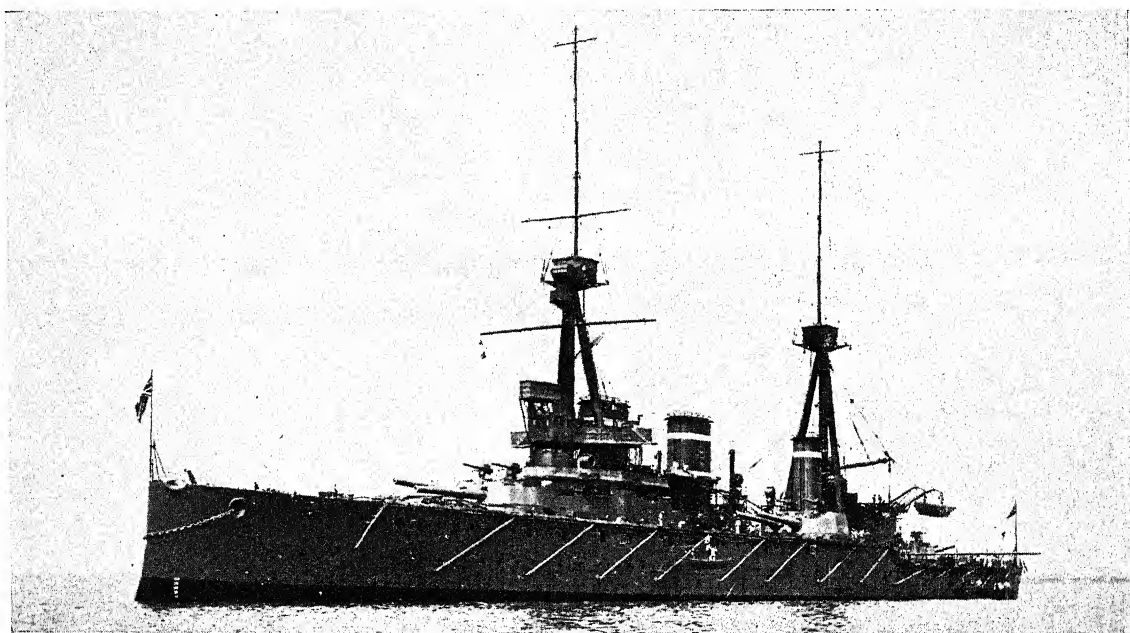
In July 1882 the "Invincible," commanded by Captain Robert More Molyneux, lay at Alexandria in a fleet of 14 ships commanded by Admiral Sir Beauchamp Seymour with his flag in "Alexandra."

The Egyptians having failed to surrender their forts, the Admiral transferred his flag to the lighter draught ship "Invincible," and on July 11th at 7 A.M. the "Alexandra" fired the first shot in the bombardment of Alexandria. The "Invincible," with two other ships, was stationed inside the harbour, and she fought at anchor with a spring on her cable. All ships were cleared for action, topgallant masts being struck and bowsprits rigged in. By 7.10 A.M. all ships were engaged, and all the forts that could bring their guns to bear replied with vigour. By

5 P.M. all guns ashore had been silenced and the fleet ceased bombarding at 5.30 P.M. The "Invincible" had several dents on her armour, and was penetrated more than once outside it. The British casualties were 5 killed and 28 wounded, to which the "Invincible" contributed 6 wounded, including Midshipman Walter Lumsden. The Egyptian loss has never been properly ascertained, but it is believed to have been about 150 killed and 400 wounded, out of the 2000 men engaged in working the forts.

On July 13th the "Invincible" and other ships steamed into the harbour, and landed men who occupied and policed the town, Paymaster Stanton of this ship becoming the Head of the Commissariat.

On August 5th the "Invincible" contributed to a Naval Brigade which left Alexandria in the armoured train which was commanded by Captain John Fisher, of the "Inflexible." Commander Reginald F. H. Henderson, of the "Invincible," accompanied the brigade. The marines were detained about 800 yards from Mehallet Junction, and assisted by a 40-pounder Armstrong gun, quickly dislodged the enemy. During the evening the brigade was exposed



THE EIGHTH "INVINCIBLE."

From the photograph by Ernest Hopkins.

to a galling fire, but the marines behaved with great gallantry, and bore the brunt of the attack. The casualties in this affair were 1 marine killed and 12 wounded, and 1 seaman killed and 4 wounded.

The Naval Brigade were then recalled to their ships.

In 1885 the "Invincible" contributed to a Naval Brigade which operated on the Nile, under Captain Lord Charles Beresford. It took part in the battles of Abu Klea, Metemmeh, and Wad-Habeshi, and the relief of Sir Charles Wilson. Captain Robert More Molyneux was rewarded with the C.B. for his services.

In 1904 this ship's name was changed to "Erebus." At a later date her name was changed again to "Fisgard," and she was merged into the establishment for the training of boy artificers in Portsmouth harbour.

On September 16th, 1914, this ship foundered off Portland in a heavy gale. She was being towed at the time, and 21 men were drowned out of the 64 on board.

The eighth "INVINCIBLE" is a 24-gun turbine battle cruiser, launched at Elswick Yard in 1907. She is of 17,250 tons, 41,000 horse-power, and 26 knots speed. Her length, beam, and draught are 530 ft., 78 ft., and 26 ft.

She was the first British warship to be fitted with an entirely electrical installation for working her 12-inch turret guns. The apparatus was not successful and was removed in 1914.

IPHIGENIA

IPHIGÉNIE.

The War of American Independence—		Actions off Fort Brissoton and Bernadon . . . 1794	
Parker's action with Dutch fleet on Doggerbank	1781	The attack on Léogane	1796
The Wars of the French Revolution and Empire—		Lord Keith's expulsion of the French from Egypt	1801
Assisted to capture French "Inconstante" . . .	1793	The blockade of Mauritius	1810
Captured French "Actif" and French "Espiegle" .	1794	The capture of Réunion Island	1810
The blockade and capture of Port au Prince . .	1794	Action with French squadron, Grand Port, Mauritius	1810



IPHIGENIA.—In Greek legend a daughter of Agamemnon and Clytemnestra. When the Greeks bound for the Trojan War were detained by contrary winds at Aulis, they were informed by Calchas, the soothsayer, that they must sacrifice Iphigenia, to appease the gods, because her father had killed the favourite stag of Diana. Agamemnon at first refused to slay his daughter and ordered the army to disperse. He eventually consented; but as soon as Calchas had taken the knife and was about to strike the fatal blow, Iphigenia suddenly disappeared, and a hind of uncommon size took her place. Iphigenia's innocence had excited the compassion of the goddess Diana, who had carried her off. This supernatural change animated the Greeks, the wind suddenly changed and became favourable, and the combined fleets set sail from Aulis.

The first "*IPHIGENIA*" was a 32-gun frigate of 681 tons, launched at Mistleythorne in 1780. She carried a crew of 220 men, and her length, beam, and draught were 126 ft., 35 ft., and 10 ft.

In 1781 the "*Iphigenia*," under the command of Captain Charles Hope, was in a fleet of 19 ships, frigates, etc., under Vice-Admiral Hyde Parker with his flag in "*Fortitude*." They were returning from the Baltic with a large merchant convoy when, on August 5th, off the Doggerbank, they sighted a Dutch fleet of 17 ships under Rear-Admiral Zoutman with his flag in "*Admiral de Ruijter*." The Dutch fleet also had a convoy. The British at once detached their merchant ships. Both the English and Dutch fleets were a scratch lot, but Admiral Hyde Parker stood over to the attack with great dash, and an action began at 8 A.M. and continued till noon. It was a most satisfactory exhibition of valour, but an unsatisfactory battle. No ships were captured on either side, but a Dutch ship sank on the following day. The British lost 104 killed and 339 wounded. The Dutch suffered 143 killed and 403 wounded. The "*Iphigenia*" played only a small part in the action, as she stood by the convoy. Thus ended a most sanguinary battle in which neither convoy was damaged.

In 1783 the "*Iphigenia*," commanded by Captain James Cornwallis, conveyed Lord Northington to his Viceroyalty in Ireland. While at sea Lord Northington fell on the skylight over the gun-room, and it being uncovered, he would in all probability have sustained considerable injury, had not Lieutenant W. H. Daniel seized hold of his coat tails and held him fast. For this service Lord Northington made him a public offer of any sinecure post that he might find vacant on his arrival in Dublin. The offer was declined by Lieutenant Daniel on the ground that he had only done his duty.

On November 25th, 1793, the "*Iphigenia*," commanded by Captain Patrick Sinclair, while in company with the "*Penelope*," off San Domingo, fell in with the French 36-gun frigate "*Inconstante*." A one-sided action followed, and after half-an-hour the Frenchman struck his colours with 7 killed and 21 wounded. The British lost 1 killed and 7 wounded.

On March 16th, 1794, the "*Iphigenia*," commanded by Captain Patrick Sinclair, captured in the West Indies the French 16-gun sloop "*Actif*" and the French 12-gun vessel "*Espiegle*."

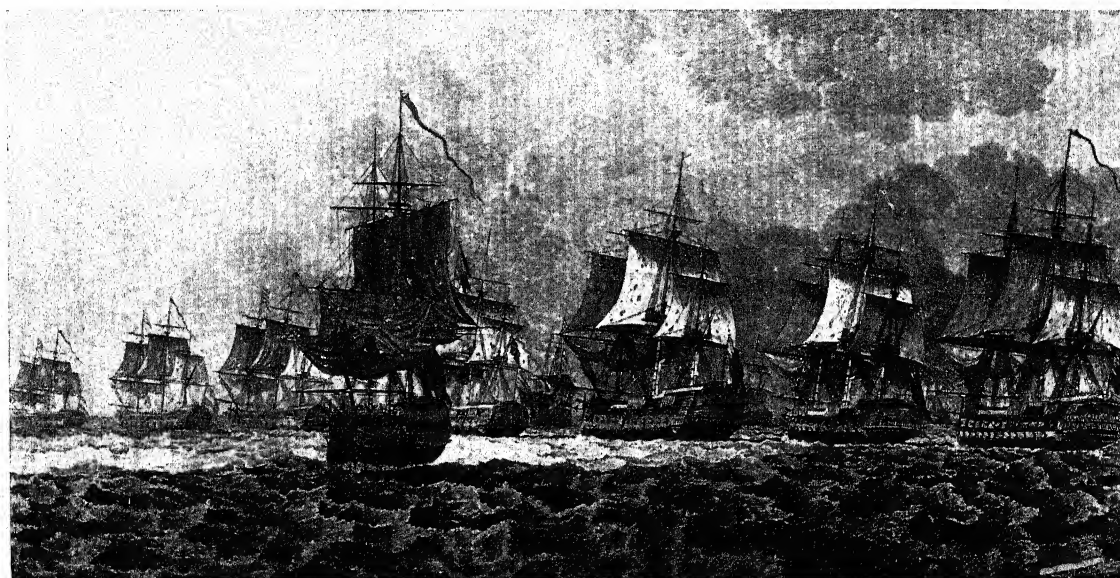
On May 31st, 1794, the "*Iphigenia*," commanded by Captain Patrick Sinclair, was in a squadron of 4 ships, 3 frigates, and 3 sloops, with 1465 troops, commanded by Commodore Ford with his broad pennant in "*Europa*," which arrived off the Bay of Port au Prince in the island of San Domingo. On June 1st Fort Brissoton was bombarded, and troops were landed.

At 6 P.M. the operations were interrupted by a most tremendous storm, but in the subsequent confusion and obscurity the fort was rushed and carried. On June 3rd the "Iphigenia" and one other ship bombarded a fort at Bernadou to make a diversion during the advance of the troops, and on the 4th Port au Prince was taken possession of.

On March 21st, 1796, the "Iphigenia," commanded by Captain Francis Farrington Gardner, assisted in the attack on Léogane in the Island of San Domingo, under Rear-Admiral William Parker. The troops were landed under cover of the guns of the fleet; at the same time other vessels bombarded the town and works. But the place proved stronger than was anticipated, and after several ships had been damaged aloft by the French forts, the attempt was abandoned.

In 1800 the "Iphigenia" was converted into a troopship.

In 1801 the "Iphigenia," armed *en flûte*, and commanded by Commander Hassard Stackpoole, was one of a fleet of 52 ships in all, commanded by Admiral Lord Keith with his flag in "Foudroyant." Transports, carrying 16,150 troops under General Sir Ralph Abercromby, and a few Turkish men-of-war accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire and 1000 British seamen also were put ashore to assist the military. The beach was seized, and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels



After D. Serrus, R.A. Engraved by R. Pollard.

DOGGER BANK BATTLE.

British Museum.

of the fleet manœuvred in Lake Aboukir, and assisted the military, subsequently proceeding up the Nile and doing valuable service. In the later operations the French capitulated and were expelled from Egypt, being conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were brought into the English Navy.

On June 20th, 1801, the "Iphigenia," while commanded by Commander Hassard Stackpoole, was accidentally burned at Alexandria.

The second "IPHIGENIA" was a 38-gun frigate, captured from the Spaniards as the "Medea" in 1805. She was of 1046 tons, and carried a crew of 284 men. Her length, beam, and draught were 147 ft., 40 ft., and 11 ft.

In December 1805 this ship was renamed "Impérieuse." She was made into a lazaretto in 1818, and was sold in September 1838 for £1705.

The third "IPHIGENIA" was a 36-gun frigate, launched at Chatham in 1808. She was of 876 tons, and carried a crew of 274 men. Her length, beam, and draught were 137 ft., 38 ft., and 14 ft.

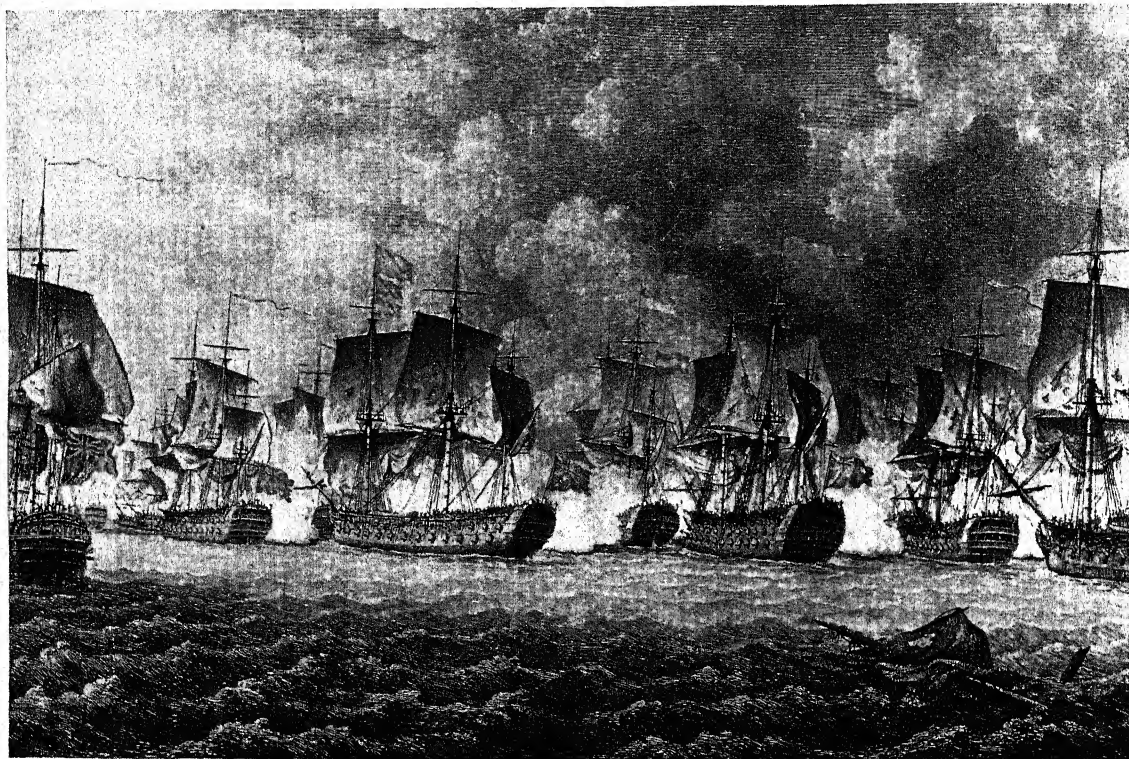
THE KING'S SHIPS

IPHIGENIA

In April 1810 the "Iphigenia," commanded by Captain Henry Lambert, was engaged in the blockade of Mauritius.

On July 7th, 1810, the "Iphigenia," Captain Henry Lambert, was one of a squadron escorting about 4000 troops for an attack on the French island of Réunion. The troops were landed simultaneously at several different points and a grand attack was begun. At 6 P.M. on the 8th the island capitulated with a loss to the victors of 22 killed and drowned, and 79 wounded. The shipping in the harbour of St. Paul was taken possession of, an English Governor was installed, and the British forces withdrew.

At 4.40 P.M. on August 23rd, 1810, the "Iphigenia," commanded by Captain Henry Lambert, was one of four frigates under Captain Samuel Pym of the "Sirius," which stood into Grand Port, Mauritius, to attack Commodore Duperré, who with five French ships was moored there. The enemy had springs on their cables to bring their broadsides to bear, and were in a



After R. Paton. Engraved by D. Lepinrière.

DOGGER BANK BATTLE.

British Museum.

crescent formation, in a position where the ends of their line were protected by reefs. The "Néréide," the leading ship, passed in safely. The second ship, which was the "Sirius," ran on a coral rock, the "Magicienne," while following her, grounded on a bank about two cables from the enemy, where only three of her guns would bear. The "Iphigenia" at once anchored with her stream anchor over her stern and, letting go her bower anchor under foot, brought her starboard broadside to bear on the French 40-gun frigate "Minerve," which she immediately engaged at pistol-shot distance. The "Néréide" attacked the French Commodore, who was in the 40-gun "Bellone." The "Minerve," having her cable shot away, presently made sail and ran ashore. Another French vessel, the "Ceylon," also ran ashore after having hauled down her colours. The "Bellone," the French Commodore's ship, being fouled by one of her own ships, likewise cut her cables and ran aground, but was still able to engage the "Néréide." Unfortunately an intervening shoal prevented the "Iphigenia" from following up the "Minerve" or she would have done so. At about 11 P.M. the "Néréide," being aground astern, having most of her guns disabled, her Captain wounded, and her hull badly damaged, surrendered to the enemy. At 4 A.M. on the 24th Captain Pym directed the "Iphigenia" to warp up against the wind out of gun-shot, which she did. Later in the morning

Captain Lambert's request to be allowed to run down to endeavour to carry some of the French ships by boarding was disallowed by Captain Pym. At 11.30 P.M. on the 24th the "Magicienne," having been set on fire by her crew some hours previously, blew up with her colours flying. The "Sirius" also was set on fire by her own people, and blew up with her colours flying at 11 A.M. on the 25th, but not before the gallant Lambert in the "Iphigenia" had made several attempts to get her afloat, and had managed to transfer her crew and some of her stores to his own ship. The "Iphigenia" was thus the only survivor of the four ships, and she warped out of the harbour, and by continuously using this slow method of progression in face of many difficulties, arrived under Ile de la Passe on the 27th. Here, many men were landed to man guns and to defend the position. The "Iphigenia" had lost 5 killed and 13 wounded, the "Néréide" 92 killed and 137 wounded, and the "Magicienne" 8 killed and 20 wounded. The "Sirius," having been nearly out of range before she was blown up, had no casualties. The loss in the French ships was about 37 killed and 112 wounded. After the "Iphigenia" had warped out they were able to get all their ships afloat again, and, being joined by three fresh arrivals, were soon in a position of fivefold superiority over the "Iphigenia," which ship being short of ammunition, very wisely surrendered.

The French at once commissioned the ship, re-named her "Iphigénie," and used her against us with good effect. It is almost needless to say that after being found in Mauritius as a prisoner of war when the island was retaken a few months later, Captain Henry Lambert was most honourably acquitted when tried for the loss of his ship.

On December 3rd, 1810, the "Iphigenia" again fell into British hands on the occasion of the surrender of the island of Mauritius.

Early in 1818, acting Captain John Tancock of the "Iphigenia" was tried by court-martial, and sentenced to be admonished, for having

threatened to put the marine officer in irons. But soon afterwards the Admiralty confirmed him as a post-Captain, and continued him in command of the "Iphigenia."

In later years she cruised with some success against African slavers.

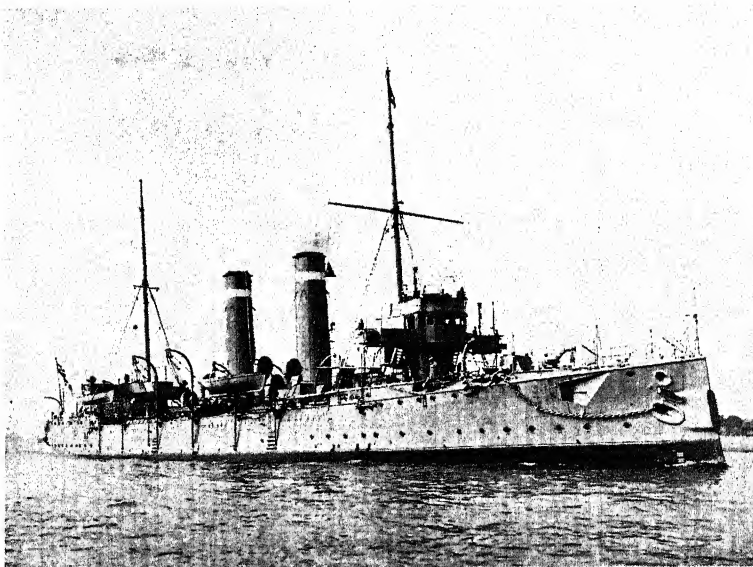
After serving for some years as the Marine Society's ship off Greenwich, the "Iphigenia" was broken up in 1851.

The fourth "IPHIGENIA" or "Iphigénie" was a French 40-gun frigate which had been built in 1810. She was of 1066 tons and carried a crew of 315 men. Her length, beam, and draught were 154 ft., 40 ft., and 12 ft.

She was captured on January 16th, 1814, off Madeira, by the "Venerable" and "Cyane." She was added to the Navy, but her name was eventually changed to "Gloire."

The fifth "IPHIGENIA" is a 10-gun twin-screw cruiser, launched at Glasgow in 1891. She is of 3600 tons, 9000 horse-power, and 19.8 knots speed. Her length, beam, and draught are 300 ft., 44 ft., and 18 ft.

This ship became a mine-laying vessel.



From the photograph by Ernest Hopkins.

THE FIFTH "IPHIGENIA."

IRON DUKE

Operations against pirates, 1874.

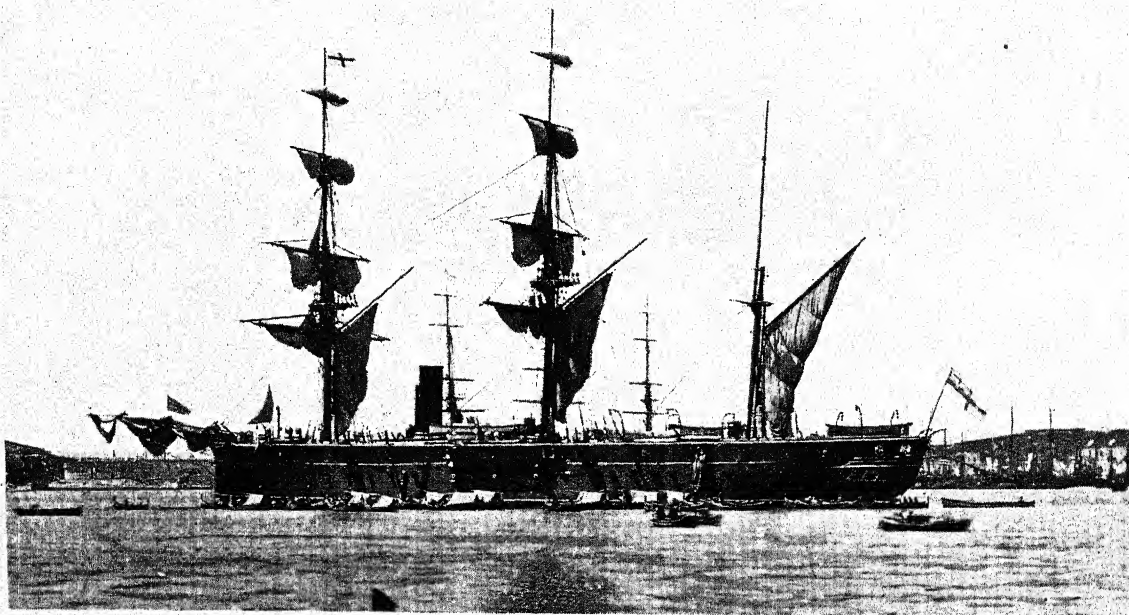
IRON DUKE.—A popular name for the first Duke of Wellington.

THE HONOURABLE ARTHUR WESLEY.—Fourth son of the Earl of Mornington by his wife the Honourable Anne Hill, eldest daughter of Viscount Dungannon. Born in Ireland, May 1st, 1769. Educated at Chelsea, Eton, Brussels, and in the French Academy at Angers. Joined the army as an ensign of 73rd Foot, March 1787. Lieutenant of the 76th Foot, December 25th, 1787. Lieutenant of the 41st Foot, January 23rd, 1788. Lieutenant of the 12th Light Dragoons, June 25th, 1789. Captain of the 58th Foot, June 30th, 1791. Captain of the 18th Light Dragoons, October 31st, 1792. Member of Irish Parliament for Trim, and became A.D.C. to Lord Westmoreland, the Lord Lieutenant of Ireland, 1792. While on this duty he formed an attachment to the Honourable Catherine Pakenham, third daughter of the second Lord Longford. Resigned his appointment in Ireland, and then became a Major in 33rd Foot, April 30th, 1793. Lieutenant-Colonel of 33rd Foot, September 30th, 1793. Proceeded to the Netherlands with his regiment, 1794, and took part in the operations against the French. Landed at Harwich with his regiment, March 1795. Being dissatisfied with the army, and discouraged by the reverses in the Netherlands, applied for an appointment in the Civil Service, of which little notice appears to have been taken, 1795. Started on an expedition against the French colonies in the West Indies, but returned owing to losses caused by a gale, 1795. Brevet-Colonel, May 3rd, 1796. Proceeded to India and arrived at Calcutta, February 1797, his brother, the Earl of Mornington, arriving in the following year as Governor-General. In 1798 the family changed their name from Wesley to Wellesley, which was considered to be the original form. Proceeded to Madras, to which place his regiment of 33rd Foot followed him, 1798. Took part in the operations against Tippoo, Sultan of Mysore, commanding a division, and meeting with a reverse at Sultanpettah. The operations ended in the siege and capture of Seringapatam on May 4th, 1799. Became Commandant of Seringapatam after the fall of that place, and of the troops in Mysore, receiving £4000 as his share of prize money. Took the field against the robber chief Dhoondia Waugh, defeated his forces, 1800, and received a grant of £4000 for these services. Proceeded to Trincomalee to command a force about to embark against the French, December 1800, but was superseded before the operations began, and returned to his command in Mysore, May 1801. Brigadier-General, July 17th, 1801. Major-General April 29th, 1802. Took the field against the Mahrattas, March 1803. Defeated the Chief Holkar, and



After Sir Thomas Lawrence, P.R.A.
Engraved by H. Robinson.

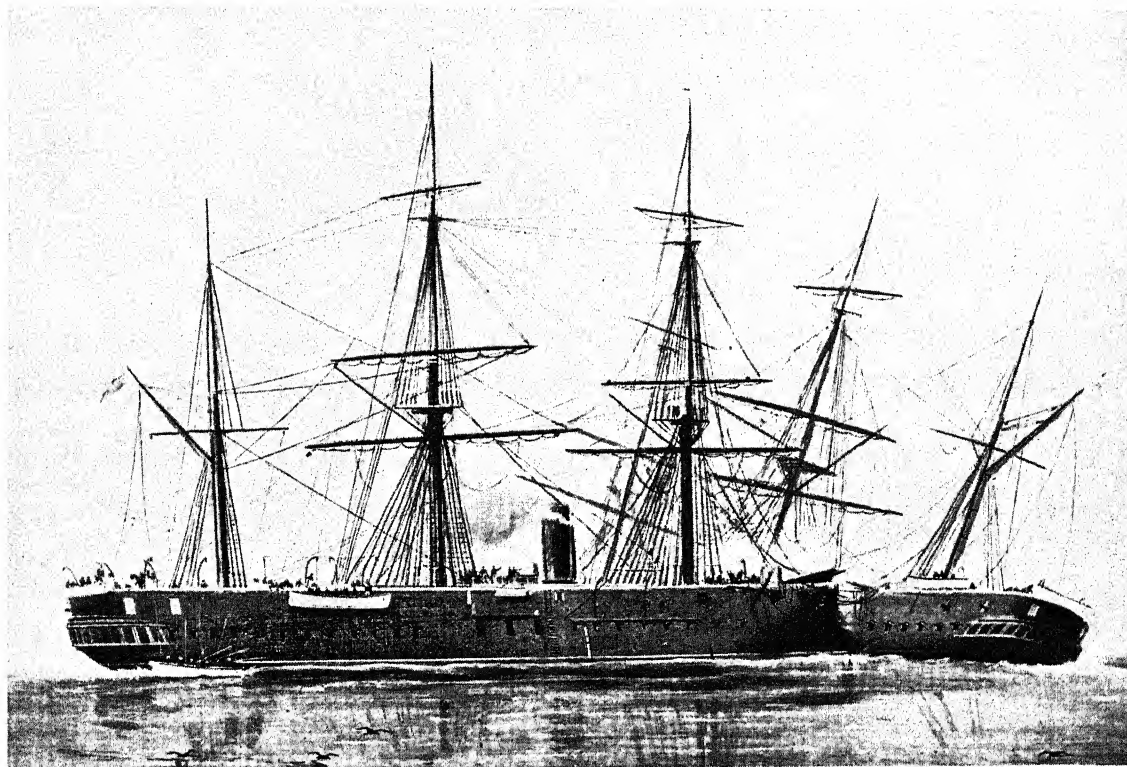
Wellesley



From the photograph by Richard Ellis.

THE FIRST "IRON DUKE" DRYING SAILS AT MALTA.

captured Poona in April. In August declared war against the Chief Scindia. Captured Ahmadnagar and then completely defeated the enemy in the battle of Assaye, September 23rd, 1803. Fought the battle of Argaum, and then laid siege to Gawilghur, which place was stormed and captured on December 15th, 1803. Resumed his command in Mysore, November 1804. Made an extra Knight Companion of the Bath, 1805, and returned to England. Received the Colonelcy of the 33rd Regiment of Foot, and elected member of Parliament for Rye, 1806. Married the Honourable Catherine Pakenham, April 10th, 1806, in Lady Longford's drawing-room in Dublin. Elected member of Parliament for Midsall, and afterwards for Tralee, and became Chief Secretary in Ireland, 1807. Commanded a Division of the army of invasion in Denmark, 1807. Inflicted a defeat on the enemy at Roskilde, assisted in the siege and capture of Copenhagen, and then returned to his office as Chief Secretary. Lieutenant-General, April 25th, 1808. Sailed from Cork, July 1808, to command the forces against the French in Portugal, and on July 30th, when on the point of landing in Mondego Bay, he received tidings that he was to be superseded in the supreme command. Directed the removal of pigtails hitherto worn by regulation. Defeated the French at Rolica, and then at Vimiera, August 21st, 1808, and was relieved of the command the same day. Returned to England after the Convention of Cintra and resumed his duties as Chief Secretary in Ireland. Gave evidence in the subsequent Court of Enquiry into the terms of the Convention. Appointed to command an expedition to Portugal against the French, April 1809, and resigned both his office as Chief Secretary and his seat in Parliament. Forced the passage of the River Douro, May 12th,

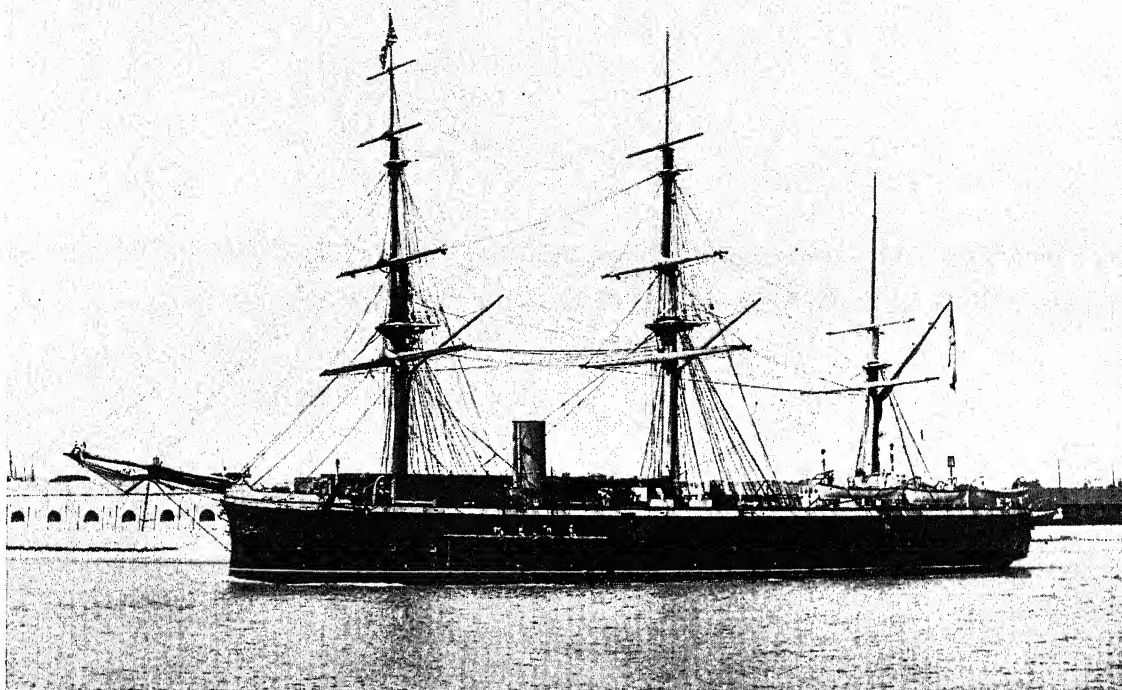


From a contemporary painting.

THE FIRST "IRON DUKE" RAMS AND SINKS "VANGUARD."

1809, seized Oporto, and ate the dinner prepared for the French Marshal, Soult. Fought the battle of Talavera with a starving army, July 27th and 28th, 1809. Created Baron Douro of Wellesley and Viscount Wellington of Talavera, with a pension of £2000 a year for three lives. Made Captain-General by the Spanish Junta, but declined the personal use of the pay attached to the post, 1809. Planned the lines of Torres Vedras. Met Marshal Masséna, who invaded Portugal, and repulsed him in the battle of Busaco, September 27th, 1810. Withdrew to his lines at Torres Vedras and held them against the French so successfully that Marshal Masséna temporarily evacuated Portugal, 1811. Fought the battle of Fuentes de Onôro, May 5th, 1811. Promoted to General, July 31st, 1811. Fought at El Bodon, September 25th, 1811. Laid siege to Ciudad Rodrigo, which was stormed and captured, January 19th, 1812. Created Duque de Ciudad Rodrigo by the Spaniards, and given an earldom with a further pension of £2000 a year. Laid siege to Badajos, and after a three weeks' siege, captured the place on April 7th, 1812. Fought the battle of Salamanca, July 22nd, 1812, and was struck by a spent ball. Advanced to the rank of Marquess, 1812. Occupied Madrid, August 12th, 1812. Made several unsuccessful attacks on Burgos. Made Generalissimo of the Armies of Spain, 1812. Went into winter quarters, and then resumed the campaign in May 1813. Totally defeated the French at the battle of Vitoria, June 21st, 1813. Received the thanks of both Houses of Parliament, and promoted to the rank of Field-Marshal from the date of the battle. Created Duque de Vitoria by the Spaniards, with the estate of Soto de Roma in Granada, attached to the title in perpetuity. Laid siege to San Sebastian. Fought the battle of Sorauren, July 28th, 1813, and captured the place a few days later. Captured San Sebastian, August 31st, 1813. Defeated the enemy at Nivelle, November 10th, 1813, and at Saint Pierre, December 1813. Resumed operations in February 1814 and defeated the enemy at Orthes, February 27th, 1814, being slightly wounded during the operations. Occupied Bordeaux and again defeated the enemy in the battle of Toulouse, April 10th, 1814, which brought the Peninsular campaign to a conclusion. Appointed British Ambassador to France, and arrived at Paris, May 4th, 1814. Proceeded to Madrid shortly afterwards in connection with the government of that country by Ferdinand VII. Created Duke of Wellington and made a Knight of the Garter, May 11th, 1814, with a grant of £500,000. Arrived at Brussels, April 5th, 1815, to take command of the Allied army against the French on Napoleon's escape from Elba. Fought the battle

of Quatre Bras, June 16th, 1815. Withdrew to Waterloo, where on June 18th, 1815, he completely defeated the French under the Emperor Napoleon. Entered France and occupied Paris, July 6th. Received from the British nation the mansion and estate of Strathfieldsaye to be held by him and his heirs for ever, on the sole condition of presenting a tricolor flag to the sovereign annually on the 18th of June. Appointed Chief-Commissioner of arbitration and finance at Paris, 1815, returning to England in 1818. Made Master-General of the Ordnance, 1818. Conducted H.M. King George IV. over the field of Waterloo, 1821. Attended the Congress of Vienna as British plenipotentiary, 1822. Proceeded to St. Petersburg with the condolences of King George to the Emperor Nicholas on the death of the Emperor Alexander, and to conduct some political negotiations, 1826. Appointed Commander-in-Chief of the army, and Colonel-in-Chief of the Grenadier Guards, 1827, but retained his office of Master-General of the Ordnance. Resigned his positions in the Cabinet and as Commander-in-Chief and Master-General of the Ordnance in 1827 upon Mr. Canning becoming the head of the Government. Resumed the appointment of Commander-in-Chief a few months later, soon after Mr. Canning died, 1827. Became Prime Minister, January 1828, and soon afterwards gave up the office of Commander-in-Chief. Fought a duel in Battersea Fields with the Earl of Winchelsea, 1829. Retired from the office of Prime Minister, November 1830. His wife, by whom he had two sons, died in the following year. Undertook to form a Government in 1832, but was unable to do so, and not long afterwards was mobbed and insulted in the city. Installed as Chancellor of the University of Oxford, 1834. Became First Lord of the Treasury in November 1834, and temporarily acted as head of the Home, Foreign, and Colonial Offices at the same time. Resigned with the Government in April 1835. Invited to form a Government by H.M. Queen Victoria in 1839, but asked to be excused on account of his age. Entered the Cabinet without holding a portfolio



THE FIRST "IRON DUKE."

From the photograph by Ernest Hopkins.

in 1841, resigning in 1846. Became Commander-in-Chief for life, by patent, on August 15th, 1842. Among other appointments he held that of Lord Warden of the Cinque Ports, as well as being Master of the Trinity House for many years. Died on September 14th, 1852, at Walmer Castle, and on November 18th was buried in St. Paul's Cathedral with great military pomp amidst every sign of national mourning.

The name "Iron Duke" came to the Duke of Wellington in a roundabout way. An iron steamship, a novelty at that time, was launched in the Mersey, and named "Duke of Wellington." The ship, owing to the peculiarity of her construction, became popularly known as the "Iron Duke," and the transition from the ship to the soldier was too easy and obvious not to be effected.

The first "IRON DUKE" was a 10-gun twin-screw battleship of 6034 tons, launched at Pembroke in 1870. She was of 4268 horse-power, which gave her a speed of 13.6 knots, and she carried a crew of 450 men. Her length, beam, and draught were 280 ft., 54 ft., and 23 ft.

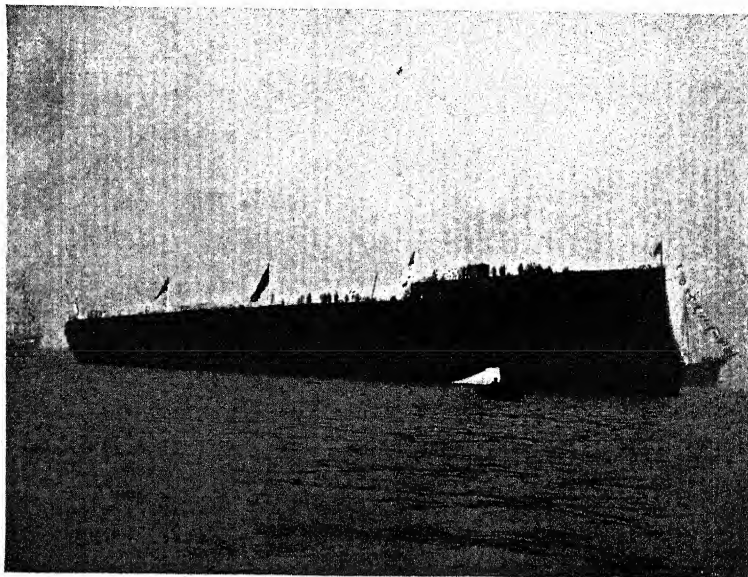
In 1874 the "Iron Duke," commanded by Captain William Arthur and flying the flag of Vice-Admiral Sir Frederick Shadwell, with several small craft in company, appeared off the mouth of the Klang and Langkat Rivers. Their object was to induce the Sultan of Selangor to give his word that he would make reparation for a series of piratical acts which had been committed by some of his subjects. Sir Frederick Shadwell accompanied the Governor up

the Klang River to Langkat, and induced the Sultan to take measures for the punishment of the pirates, and to agree to the destruction of certain stockades. The "Iron Duke" then withdrew.

On September 1st, 1875, the "Iron Duke," while commanded by Captain Henry B. Hickley, accidentally rammed and sank her sister vessel the "Vanguard," Captain Richard Dawkins, off the Kish Bank. The accident occurred in foggy weather, but happily no lives were lost.

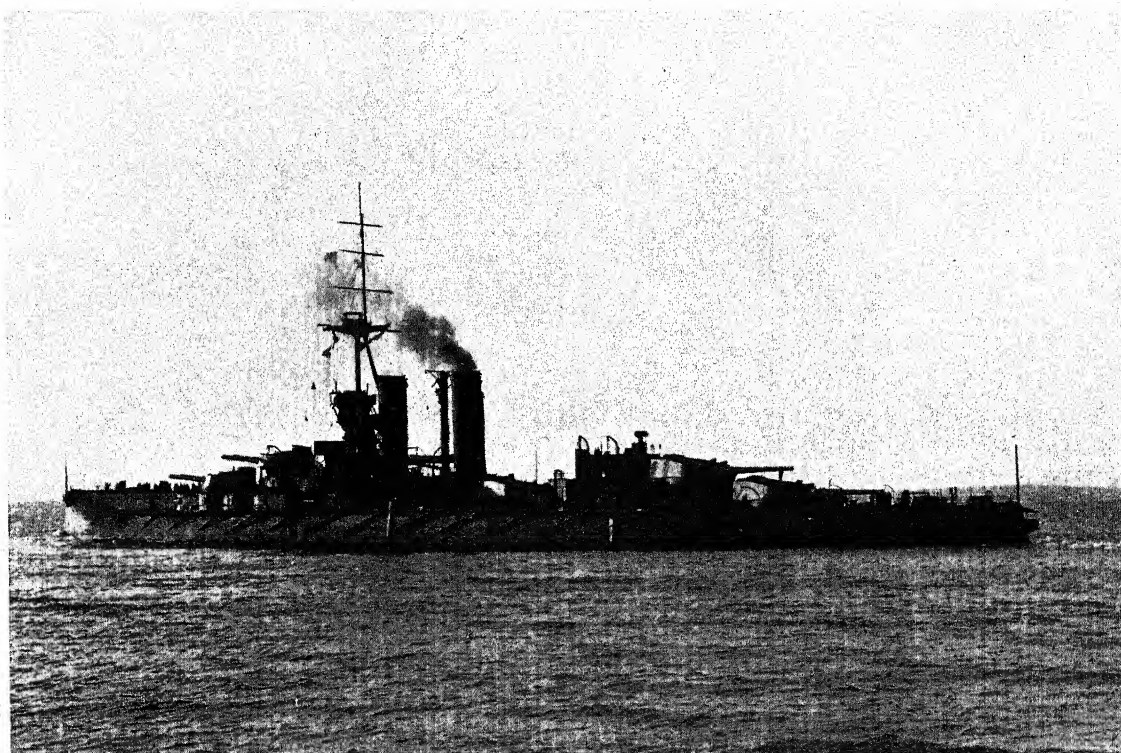
In 1896-97 the "Iron Duke" was re-armed and re-rigged, but she saw no further service. She was sold in 1906 for £15,000.

The second "IRON DUKE" is a 24-gun turbine battleship laid down and launched at Portsmouth in 1912. She is of 25,000 tons, 29,000 horse-power, and 22 knots speed. Her length, beam, and draught are 575 ft., 89½ ft., and 28 ft.



From the photograph by H. J. Symonds.

LAUNCH OF THE SECOND "IRON DUKE."



From the photograph by H. J. Symonds.

THE SECOND "IRON DUKE."

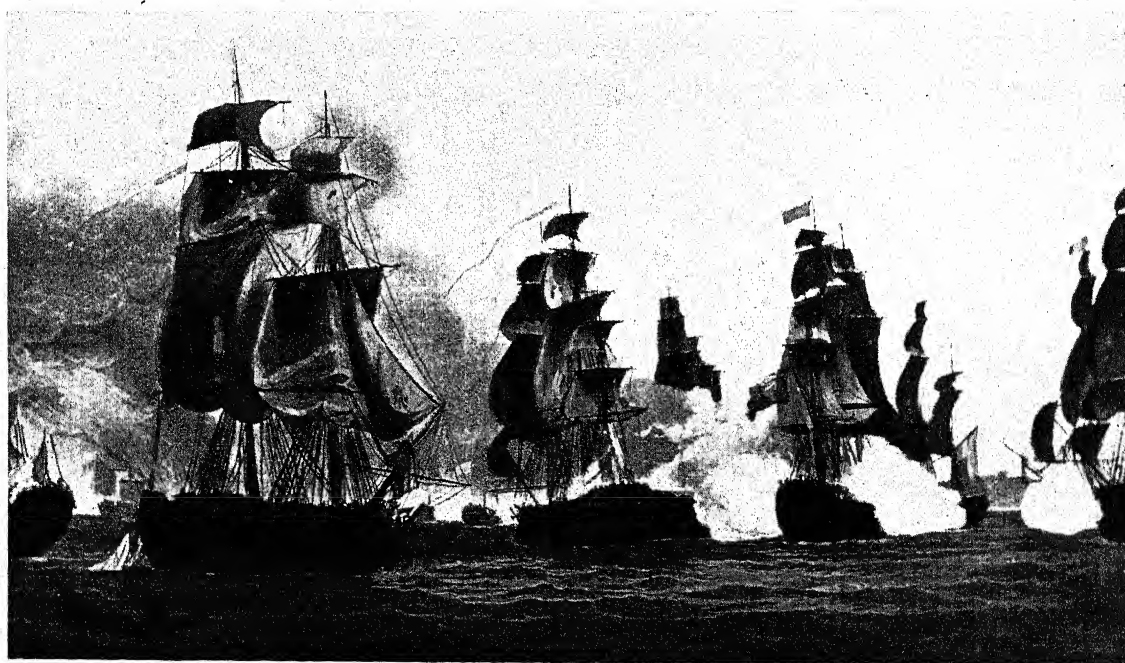
IRRESISTIBLE

A bankrupt builder	1782	Bridport's action off Isle Groix	1795
The Wars of the French Revolution and Empire—		Assisted to destroy French "Perçante"	1796
The capture of Martinique	1794	The battle of St. Vincent	1797
The capture of Guadeloupe	1794	The blockade and bombardment of Cadiz	1797
The blockade and capture of Port au Prince	1794	Assisted to capture Spanish "Santa Elena" and	
Bombardments of Fort Brissoton and Bernadon	1794	Spanish "Ninfa"	1797

IRRESISTIBLE.—That which cannot be successfully opposed. In 1779, when France and Spain held command of the Channel, capturing British ships in sight of their own ports, Lord Sandwich, First Lord of the Admiralty, introduced this name, hoping thereby to infuse hopefulness and to allay some of the alarm that filled the country.

The first "IRRESISTIBLE" was a 74-gunship, launched at Harwich in 1782. She was of 1643 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 16 ft.

During the building of this vessel the workmen went on strike, saying that the contractor had neither money to pay them, nor materials to carry on the work. John Barnard, the builder, then went bankrupt, and the "Irresistible" was finished by his assignees.



After T. Whitcombe. Engraved by J. Bailey.

BRIDPORT OFF ISLE GROIX.

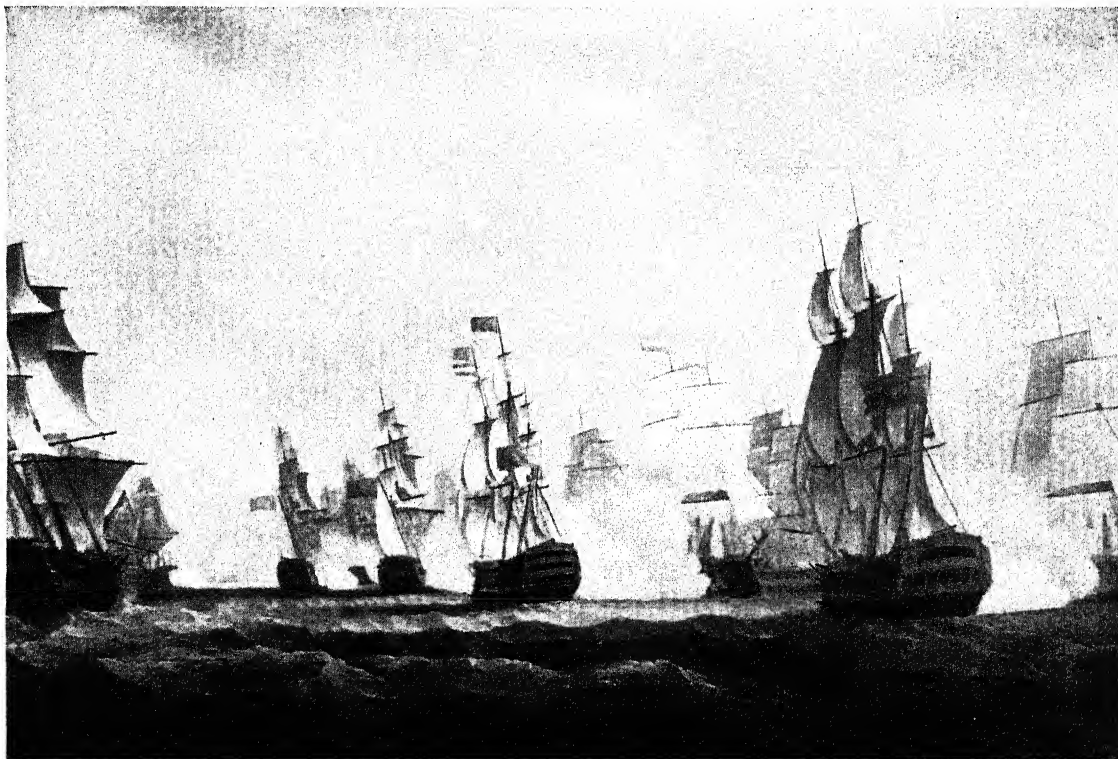
Commander Sir C. L. Cust, Bart., R.N., etc.

In 1794 the "Irresistible," commanded by Captain John Henry, was one of a fleet of 37 vessels on the West Indian station commanded by Vice-Admiral Sir John Jervis with his flag in "Boyne." Accompanied by 6000 troops, the ships arrived off Martinique on February 5th. Though the island was ill-manned, it was well armed with 90 guns. There were two French ships there also. The troops were disembarked at three different points, and by March 16th all the island, except two forts, was in possession of the British, who by this time had lost 71 killed and 106 wounded or missing. The seamen landed with guns and mortars and greatly distinguished themselves. A French 32-gun frigate was captured by the flagship, but subsequently abandoned. One of the forts was carried by the seamen of the fleet on March 22nd,

and the other fort at once surrendered. In these last operations the British lost 14 killed and 27 wounded.

The fleet then proceeded to St. Lucia, landed troops on April 1st, and three days later the French surrendered the island.

The fleet then proceeded to attack Guadeloupe. On April 11th troops were landed under cover of the guns of the fleet, which silenced the enemy's batteries. On the 12th Grand Terre surrendered, the loss to the Navy being only 13 wounded. On the 20th Basse Terre fell and the French general surrendered the entire island. The ships then withdrew with most of the troops, a few being left behind as a garrison. A fortnight later a French squadron of nine vessels appeared and landed troops to attack the British garrison, which, owing to the hostility of the inhabitants, was compelled to retreat and then withdraw altogether.



Painted by T. Whitcombe.

BATTLE OFF ST. VINCENT.

The Painted Hall, Greenwich.

On May 31st, 1794, the "Irresistible," commanded by Captain John Henry, was one of a squadron of 10 ships commanded by Commodore Ford with his broad pennant in "Europa," which arrived off San Domingo. On June 1st the ships bombarded Fort Brissoton and landed troops for the attack. In the evening a tremendous storm broke over the attackers, and in the subsequent obscurity and confusion the fort was rushed and carried. On June 4th, after the bombardment of Bernadon, Port au Prince was taken possession of.

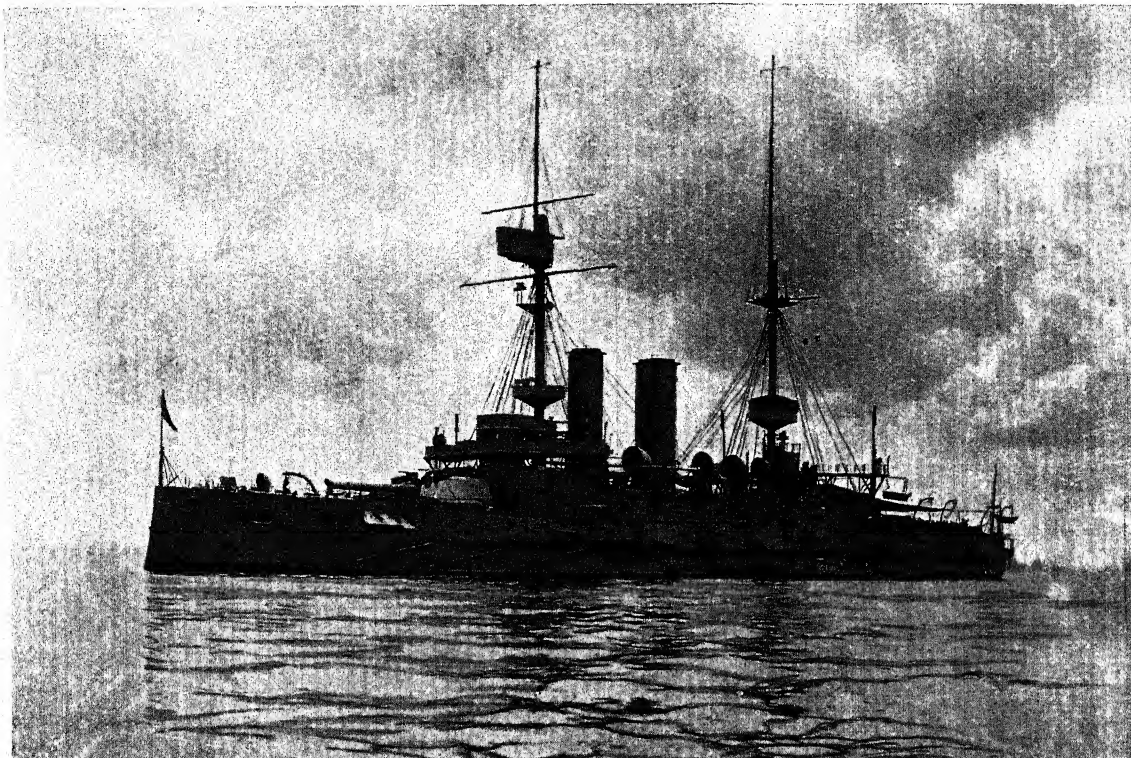
In June 1795 the "Irresistible," commanded by Captain Richard Grindall, was in a fleet of 25 sail in all, commanded by Admiral Lord Bridport with his flag in "Royal George." The French fleet of 23 ships under Rear-Admiral Villaret-Joyeuse was sighted at 3.30 A.M. on June 22nd and at once chased by the "Irresistible" and other fast sailers. A calm delayed the meeting, but at 3 A.M. on the 23rd an action started off Isle Groix, with both fleets scattered and spread over a large area. At 6 A.M. a French ship struck, and at 7.15 a second and third hauled down their colours. Soon after this Lord Bridport, with a strange forbearance, ordered the action to discontinue, and nine French ships of capital importance were permitted to escape. The British lost 31 killed and 113 wounded. The French loss is unknown, but in the three prizes alone there were 670 killed and wounded. The "Irresistible" lost 3 killed and 11 wounded.

THE KING'S SHIPS

IRRESISTIBLE

On April 21st, 1796, the "Irresistible," in company with three other vessels, drove ashore on the coast of San Domingo the French 26-gun corvette "Perçante."

In 1797 the "Irresistible," commanded by Captain George Martin, was one of a fleet of 15 ships and 7 small craft commanded by Admiral Sir John Jervis with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis at sea and informed him that the Spanish fleet was out. The Spaniards were sighted at 6.30 A.M. on the 14th, and the British at once chased. The British leading ship opened fire at 11.30 A.M., and the action was general by 1.30. The "Irresistible" hotly engaged the Spanish Rear division, and presently concentrated her fire on the "Salvador del Mundo." The "Captain," with Commodore



From the photograph by Ernest Hopkins.

THE FOURTH "IRRESISTIBLE."

Horatio Nelson on board, boarded and captured the "San Nicolas" and "San Josef," which had fouled one another. The action ceased at 4.30 P.M., when the British had captured four Spanish ships of the line and had crippled several others. At 5 P.M., the "Captain" being disabled, Nelson shifted his broad pennant to the "Irresistible." The British lost no ships and suffered 73 killed and 227 wounded seriously. The "Irresistible" lost 5 killed and 14 wounded. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Earl St. Vincent, and was given a pension of £3000 a year, but it had already been decided to make him a Baron before this victory. Several baronetcies and knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet.

On April 4th the "Irresistible," flying the broad pennant of Commodore Horatio Nelson, was in the fleet commanded by Admiral Sir John Jervis, which arrived off Cadiz and established a blockade. On July 3rd Cadiz was bombarded and the boats of the fleet unsuccessfully attacked. On July 5th Cadiz was again bombarded without much success, and a little later the British fleet withdrew.

On April 26th, during the blockade of Cadiz, the "Irresistible," commanded by Captain George Martin, in company with the "Emerald," chased and attacked the two Spanish 34-gun

THE KING'S SHIPS

frigates "Santa Elena" and "Ninfa" in Conil Bay, near Cadiz. After ninety minutes' engagement they both struck. The Spanish loss was 18 killed and 30 wounded. The British lost one killed and one wounded. The Spanish frigates had treasure on board, but unloaded it into fishing-boats and sent it ashore before they were attacked.

In 1806 the "Irresistible" was broken up, after two years' service as a storeship.

The second "IRRESISTIBLE" was originally the British "Swiftsure," which had been captured by the French in 1801, but was retaken from them in 1805 at the battle of Trafalgar. She had been launched on the river Thames in 1787 as a 74-gun ship, and was of 1612 tons, carrying a crew of 590 men. Her length, beam, and draught were 169 ft., 47 ft., and 18 ft.

In 1816 she was broken up at Chatham.

The third "IRRESISTIBLE" was a 60-gun screw ship, launched at Chatham in 1859. She was of 2642 tons, and 400 horse-power, and carried a crew of 720 men. Her length, beam, and draught were 190 ft., 57 ft., and 21 ft.

This vessel ended her career as a depot ship at Bermuda, and in 1894 she was sold at that place.

The fourth "IRRESISTIBLE" is a 16-gun twin-screw battleship, launched at Chatham in 1898. She is of 15,000 tons, 15,000 horse-power, and 18 knots speed. Her length, beam, and draught are 400 ft., 75 ft., and 27 ft.

ISIS

The Seven Years' War—

Captured French "Escarboucle"	1757
Captured French "Rhinoceros"	1758
Action with French squadron off Isle Dieu	1759
Assisted to capture French "Mignonne"	1759
The blockade and bombardment of Le Havre	1759
Captured French "Oriflamme"	1760

The War of American Independence—

The relief of Quebec	1776
Operations on Lake Champlain	1776
Howe's action with D'Estaing off New York	1778
Action with French "César"	1778
The capture and defence of St. Lucia	1778
Captured Dutch "Rotterdam"	1780
Johnston's action with De Suffren at Porto Prayo	1781
Heavy damages	1781
The capture of Trincomalee	1782
Hughes's action with De Suffren off Sadras	1782

Hughes's action with De Suffren off Providien	1782
Hughes's action with De Suffren off Negapatam	1782
Hughes's action with De Suffren off Trincomalee	1782
Hughes's action with De Suffren off Cuddalore	1783

The Wars of the French Revolution and Empire—

Lord Hood's occupation and operations at Toulon	1793
Action with Dutch "Argo" and Dutch "Vlugheid"	1795
Captured Dutch "Alliante"	1795
The battle of Camperdown	1797
Operations in Nieuwe Diep and River Vlieter	1799
Operations on Dutch coast	1799
Nelson's bombardment of Copenhagen	1801

Action with Greek ships at Grabusa	1828
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The third China War—

Minor part	1900
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ISIS.—One of the principal deities of the Egyptians, sister and wife of Osiris. The Egyptians believed that the inundations of the Nile proceeded from the tears which Isis shed for the loss of Osiris, her husband, whom Typhon had murdered. Some suppose her to be the same as Io, who was changed into a cow by her lover Jupiter, and restored to her human form in Egypt, where she taught agriculture, and received divine honours after death. Cleopatra, the beautiful Queen of Egypt, was wont to dress herself like this goddess, and affected to be considered a second Isis.

The first "Isis" was a 56-gun ship, captured from the French as the "Diamant" on May 3rd, 1747, when Vice-Admiral Anson defeated Admiral De la Jonquière, 70 miles off Cape Finisterre. She was of 976 tons and carried a crew of 450 men. Her length, beam, and draught were 142 ft., 40 ft., and 17 ft. The Admiralty converted her to carry twenty-four 24-pounders, twenty-four 9-pounders, and two 6-pounders, and to carry the crew of a 50-gun ship—350 men.

THE KING'S SHIPS

ISIS

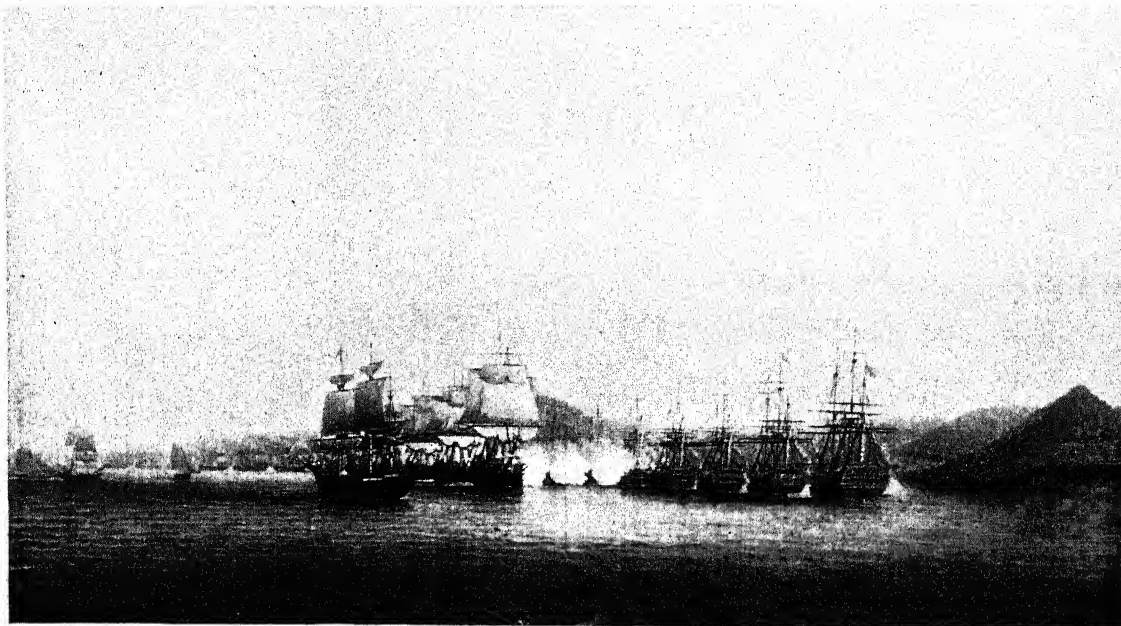
In 1756 the "Isis," commanded by Captain Edward Wheeler, was in a squadron of five ships under Commodore Thomas Broderick, which was sent out as a reinforcement to Vice-Admiral the Hon. John Byng. The squadron did not arrive in time to take part in the action off Minorca.

In 1757 the "Isis" captured the French 16-gun sloop "Escarboucle."

In September 1758 the "Isis" captured and burned the French 36-gun frigate "Rhinoceros."

On March 19th, 1759, the "Isis," commanded by Captain Edward Wheeler, and in company with the "Æolus," was cruising off Isle Dieu, and fought an engagement with four French frigates which were employed on convoy service. Three of these ships managed to escape, but the "Mignonne," 20 guns, lost 55 killed and wounded out of a crew of 150, and was then captured.

In the summer of 1759 the "Isis," commanded by Captain Edward Wheeler, was in a fleet of 5 ships of the line, 5 frigates, a sloop and 6 bomb vessels under Rear-Admiral George Rodney



Painted by D. Serres, R.A.

BARRINGTON DEFENDS ST. LUCIA.

The Painted Hall, Greenwich.

with his flag in "Achilles." They left England on July 2nd and arrived off Le Havre on the following day. The fleet was ordered to endeavour to destroy the flat-bottomed boats and the supplies which had been collected for the projected invasion of England. The ships anchored in the Channel leading to Honfleur, and threw shells at the town, magazines, and boats for fifty consecutive hours, and did immense damage without receiving any injuries worth mentioning. They remained off Le Havre, establishing a blockade for the rest of the year, and captured numerous French prizes.

On April 1st, 1760, the "Isis," commanded by Captain Edward Wheeler, fell in with the French "Oriflamme," really a 50-gun ship, but with only 40 guns mounted. A running fight followed; the "Oriflamme" made off towards the Spanish shore, whereupon the "Isis" ranged alongside, boarded and captured her. Just before the engagement began, Captain Wheeler spoke to the surgeon, predicting his almost immediate death. "All the great circumstances of my life have been shown me in dreams," he said; "my last hour is now come." Not long afterwards he was killed, along with a midshipman and a quartermaster, all three by one shot. The "Oriflamme" lost about 45 killed and wounded.

In 1766 this vessel was sold at Chatham for £535.

The second "ISIS" was a 50-gun ship, launched on the river Medway in 1774. She was of 1051 tons, and carried a crew of 343 men. Her length, beam, and draught were 146 ft., 41 ft., and 15 ft.

THE KING'S SHIPS

In 1776 the "Isis," commanded by Captain Charles Douglas, took part in the war with the American colonies. In the early part of 1776 the Americans established a land blockade of Quebec, which was cut off from the sea by the ice. The "Isis" with a small squadron arrived off the mouth of the St. Lawrence on April 12th, and found the way apparently blocked by 20 miles of ice. The urgency of the case not admitting of delay, Captain Douglas charged the ice and found that it crumbled away. After nine days of sailing through the ice, the squadron reached Anticosti Island, whereupon the Americans retired at once.

Some of the officers and men of the ship subsequently went overland and took part in the defeat of the American flotilla on Lake Champlain.

On August 9th, 1778, the "Isis," commanded by Captain John Rayner, put to sea in a fleet of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys, under command of Vice-Admiral Lord Howe with his flag in "Eagle." Vice-Admiral Comte D'Estaing at once



Painted by D. Serres, R.A.

HUGHES'S ACTION OFF NEGAPATAM.

The Painted Hall, Greenwich.

approached with his fleet. On August 10th and 11th the opposing forces manœuvred for position. On the 12th they did the same, Lord Howe shifting his flag to a small ship, and placing himself between the lines for the purpose of observation. That night a storm sprang up which threw the two fleets into confusion. It scattered the ships, caused numerous disasters, and prevented the Commander-in-Chief from returning to his flagship. On the 13th two English and two French ships engaged, with indecisive results. The fleet assembled at Sandy Hook on August 17th.

On August 16th, 1778, the "Isis" was chased, overtaken, and brought to action by the French 74-gun ship "César." The French ship expected to make an easy capture, for she cleared for action on one side only, leaving many encumbrances on the other. The "Isis," seeing what had happened, sailed round to the Frenchman's wrong side and engaged so warmly that the "César" was glad to slip away with the heavy loss of 50 killed and wounded.

In 1778 the "Isis," commanded by Captain John Rayner, was in a fleet which escorted 5000 troops to the West Indies. The fleet joined Admiral Barrington at Barbados, and on December 13th anchored at St. Lucia and landed the troops. The French were at once driven out of their positions and retired. On the 14th the French fleet under Admiral D'Estaing was sighted. On that night the troops strengthened their positions, and Admiral Samuel Barrington moored his ships across Cul de Sac Bay with some 60 transports inside. Admiral D'Estaing arrived with 12 ships of the line and 7000 troops. On December 15th the French ships twice

attacked the English fleet, but both attempts failed. On the 18th D'Estaing landed troops, and in person led three attacks on the English lines. These attempts also failed, and the French lost 41 officers and 800 men killed and wounded. On the 29th D'Estaing quitted the island, leaving the English in possession of St. Lucia.

On December 31st, 1780, the "Isis," commanded by Captain Evelyn Sutton, chased and attacked the Dutch 50-gun ship "Rotterdam." The "Isis" came to close quarters and fired a broadside; but the crew, who were raw and undisciplined, fell into great confusion. The "Rotterdam" struck, but Captain Sutton failed to take possession of her. Captain Sutton was tried by court-martial. His defence was that his men had deserted their quarters, that many were sick, and that a large number were undisciplined, had never been afloat before, and being impressed in Ireland, could not speak English. Further that the "Isis" had been sent to sea in hot haste, and that the crew had never been exercised. In these circumstances it was fortunate that the "Isis" had not been captured; but Captain Sutton was sentenced to be reprimanded.

In 1781 the "Isis," commanded by Captain Evelyn Sutton, was one of a fleet of 16 men-of-war, 1 armed transport, and 10 East Indiamen, each mounting 26 guns under the supreme command of Commodore George Johnstone with his broad pennant in "Romney." They took out with them a considerable body of troops, and sailed from England on March 13th, 1781, with the object of capturing the Cape of Good Hope. On April 11th this English fleet reached Porto Prayo in the Cape de Verde Islands. On April 16th a French squadron of five ships appeared under Admiral de Suffren, and a rough-and-tumble action followed, in which the "Isis," among others, was much damaged. Suffren, seeing that the attack had failed, cut his cables and proceeded to sea. The English pursued, with the exception of the "Isis," Captain Sutton representing that his spars and rigging would not stand sail. Johnstone ordered him to proceed, which he did, and his foretopmast went overboard. The pursuit was then abandoned. Captain Sutton was tried by court-martial and honourably acquitted. The French lost 105 killed and 204 wounded. The British lost 36 killed and 130 wounded. The French proceeded to the Cape, landed their troops, and made the colony secure against attack. Commodore Johnstone arrived soon afterwards, and finding himself anticipated, turned aside to Saldanha Bay, where he captured five Dutch East Indiamen. He then sent the "Isis" and two other ships to reinforce the fleet in India, and returned to England with the remainder.

A subsequent question concerning Captain Sutton's acquittal is interesting. He brought a civil action for damages against Commodore Johnstone and obtained a verdict of £5000. A new trial was demanded, and Sutton obtained a verdict for £6000. Johnstone procured a reversal of the judgment, on a writ of error. Sutton took the case to the House of Lords, which affirmed the reversal of the judgment, Lord Howe declaring that to establish the verdict would be to subvert the good order and discipline of the Navy. Captain Sutton thus lost his case.

On January 5th, 1782, the "Isis" was in the fleet, commanded by Vice-Admiral Sir Edward Hughes, which captured Trincomalee from the Dutch garrison. A force of sailors, marines, and sepoys was landed, and the marines captured Trincomalee Fort. On January 11th Fort Ostenburg, which commanded the town and anchorage, was stormed by the sailors and marines. The British loss was considerable. A lieutenant and 20 men were killed, and 2 officers and 40 men were wounded. A garrison was left in the captured forts and the British fleet withdrew.

In February 1782, the "Isis," commanded by Captain the Hon. Thomas Lumley, was in a British squadron of 11 vessels commanded by Vice-Admiral Sir Edward Hughes with his flag in "Superbe." An action was fought off Sadras with a French fleet of 18 vessels under Admiral de Suffren with his flag in "Héros." On February 16th the English sighted the French squadron off Madras, and the French transports some distance away. The English chased the transports and captured ten of them. The opposing forces met on the following day, and an indecisive action resulted. Eight French ships endeavoured to detain and capture five English vessels without success. In the evening the French hauled off and anchored at Pondicherry. The English proceeded to Trincomalee to refit. The British lost 32 killed, including 2 captains, and 83 wounded. The French lost 30 killed and 100 wounded.

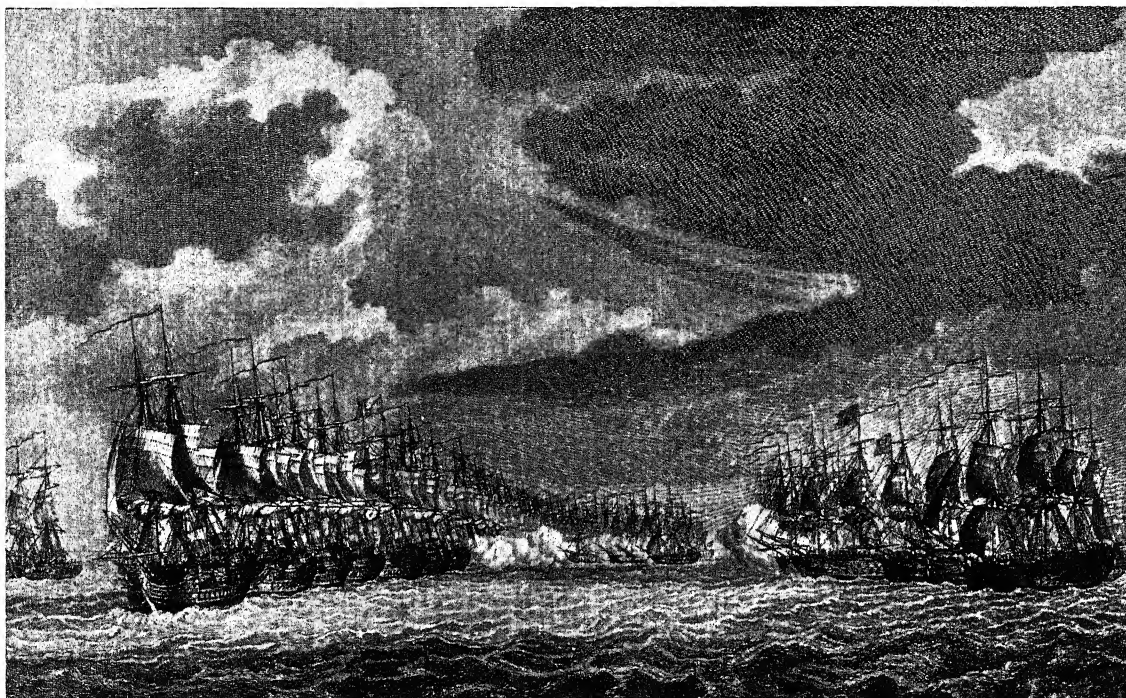
On April 12th, 1782, the "Isis," commanded by Captain the Hon. Thomas Lumley, was in Vice-Admiral Sir Edward Hughes's fleet which fought the French under de Suffren off Providien. The fleets sighted one another on April 9th and manœuvred for position for three

THE KING'S SHIPS

days. On the 12th they met and fought an action. The fight resolved itself into an action between three French and two English ships, and was one of the fiercest in Naval annals. The British lost 137 killed and 430 wounded. The French lost 137 killed and 357 wounded. The two fleets remained at anchor for a week, refitting in the open sea, only two miles apart, and then separated.

On July 6th, 1782, the "Isis" was in the English fleet which fought with the French the battle of Negapatam. The action began at 11 A.M. and was of a spirited nature, but of indecisive character. The losses in the action were British 77 killed and 233 wounded, and French 178 killed and 601 wounded.

On September 3rd, 1782, the "Isis" was in the action between the two fleets off Trincomalee. Sir Edward Hughes appeared off Trincomalee and found De Suffren had captured the place, and that hostile flags were flying on the works. Admiral de Suffren pursued, and the fleets



After G. Groenewegen. Engraved by R. Vinkeles.

BATTLE OF CAMPERDOWN.

British Museum.

manœuvred all that morning until 2.30 P.M., when an engagement started at half cannon-shot. A hot and indecisive action followed, and at 6 P.M. Sir Edward Hughes proceeded to Madras to avoid the break-up of the south-west monsoon. The British lost 51 killed, including three captains among whom was Captain the Hon. Thomas Lumley of the "Isis," and 283 wounded. The French lost 82 killed and 255 wounded.

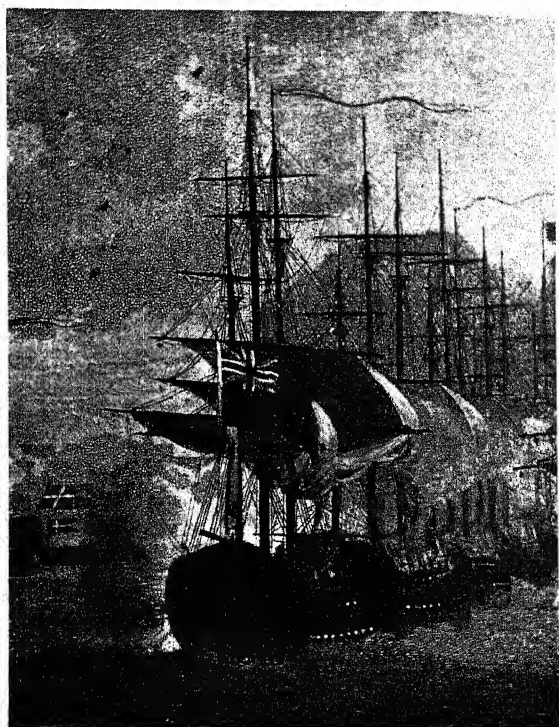
On June 20th, 1783, the "Isis," commanded by Captain Christopher Halliday, took part in the fifth action between Vice-Admiral Sir Edward Hughes and the French under De Suffren. It was known as the battle off Cuddalore. The English fleet consisted of 21, and the French fleet of 18 vessels. The fleets met, and the action began at 4 P.M. on June 20th and lasted till 7 P.M. The curious point about this fight is that, unknown to either of the belligerents, it was fought five months after the preliminaries of peace had been signed. The French gained a victory strategically and tactically, for though no ships were taken on either side they were successful in preventing the reduction of Cuddalore. The English loss was 99 killed and 434 wounded, while the French suffered 102 killed and 386 wounded.

In 1793 the "Isis," armed *en flûte* with 32 guns, and commanded by Captain George Lumsdaine, was one of a fleet of 51 sail of various kinds under Vice-Admiral Lord Hood with his flag in "Victory." On August 15th they arrived off Toulon to keep the French fleet in check. Inside the port there were 58 ships, frigates, and sloops. The French Royalist forces surrendered

the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards under Admiral Don Juan de Langara co-operated with the English. Soon afterwards the French Republican forces laid siege to the town and continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards, magazines, and a large number of the ships in harbour. The French Royalists who were left behind were most cruelly massacred by the Republicans.

On August 22nd, 1795, the "Isis," commanded by Captain Robert Watson, in company with three other ships, drove the Dutch ships "Argo" and "Vlugheid" into a neutral Norwegian harbour, and after an hour's fight captured the Dutch 36-gun frigate "Alliantie."

In 1797 the "Isis" was deeply involved in the mutiny at the Nore. The men demanded more leave, better pay, a more equal distribution of prize money, and a modification of the severity in the Articles of War. Many were executed, several were flogged from ship to ship, and a large number were imprisoned. Without a doubt they had many serious grounds of complaints.



After J. T. Serres. *
Engraved by T. W. Tompkins.

Alfred Davis.

THE SECOND "ISIS" AT COPENHAGEN.

In 1797 the "Isis," commanded by Captain William Mitchell, was in a fleet of 24 ships in all commanded by Admiral Adam Duncan with his flag in "Venerable," which took part in the battle of Camperdown off the Dutch coast. The Dutch fleet consisted of 26 ships under Vice-Admiral de Winter with his flag in "Vryheid." The fleets engaged at about noon on October 11th, several British ships cutting through the Dutch line. A hot action followed, which concluded with the capture by the British of eleven Dutch ships, all of which were practically dismasted and badly damaged in the hull. The British lost 244 killed and 796 wounded, but the loss of the Dutch is not known. The "Isis" lost 2 killed and 21 wounded. On account of this victory Admiral Duncan was created Viscount Duncan of Camperdown with a pension of £3000 a year for three lives, and his Vice-Admiral was given a baronetcy.

In 1799 the "Isis," commanded by Captain James Oughton and flying the flag of Vice-Admiral Andrew Mitchell, was in a fleet consisting of 17 English and 2 Russian ships, which, under Viscount Duncan with his flag in "Kent," proceeded to the Texel. Transports accompanied the expedition in large numbers, and 37,000 British and Russian troops were landed in Holland under cover of the fire of the fleet. The Franco-Dutch troops retired before the attack. On August 28th, 14 Dutch men-of-war, 3 Indiamen, and 3 sheer hulks were captured without resistance in the Nieuwe Diep. On August 30th the English men-of-war under Vice-Admiral Mitchell stood into the River Vlieter; the Dutch Commander-in-Chief, Vice-Admiral Stori, without resisting, forthwith surrendered 12 more Dutch men-of-war. On shore the British and Russian forces were defeated and forced to evacuate Holland, but the Naval service received the thanks of Parliament for their share in the operations.

In October 1799 the boats of the "Isis" and four other ships cut out four Dutch 4-gun gunboats on the coast of Holland.

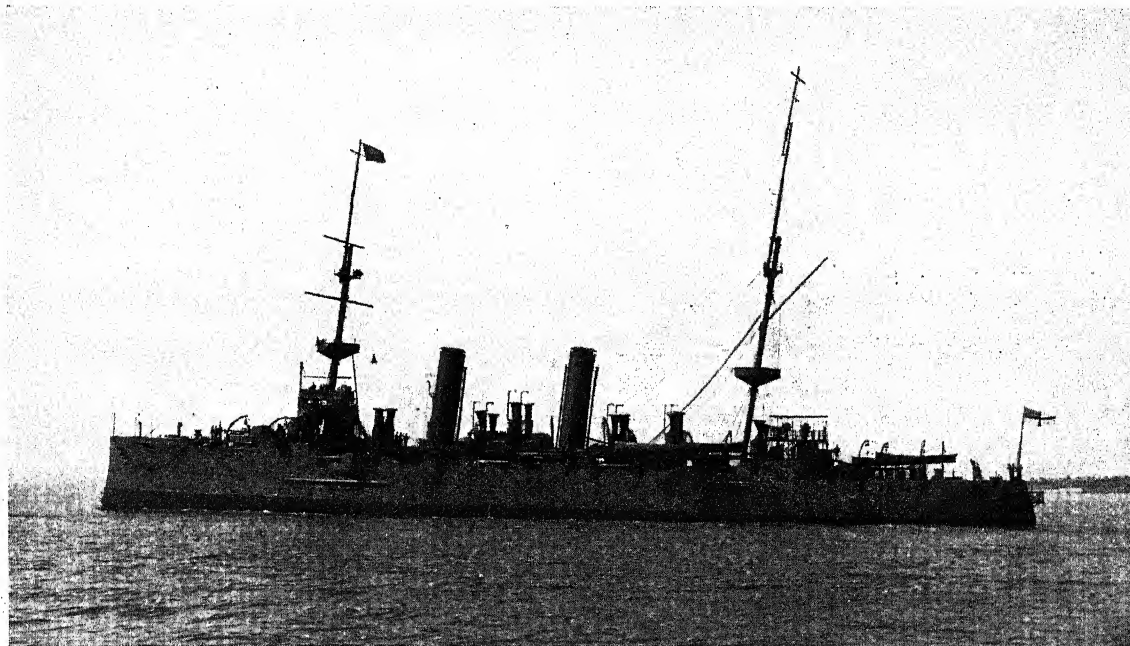
In 1801 the "Isis," commanded by Captain James Walker, was in a fleet of 21 ships, 7 bombs, 2 fireships, and 6-gun brigs commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced

THE KING'S SHIPS

a passage of the Öre Sound, and after encountering various navigational difficulties anchored under fire opposite Copenhagen on April 3rd.

"The bold *Polyphemus* run in the same way,
And the brave little *Isis* her part she did play."

The "Isis" lost 7 men killed and wounded through the bursting of a 24-pounder while passing through the Sound. The Danish defences, besides forts, consisted of 18 men-of-war, and armed hulks and floating batteries, moored in a $1\frac{1}{2}$ mile line opposite the town. Two British men-of-war ran aground, and the 6-gun brigs were unable to get into action owing to tide. The action began at 10, and was general at 11.30. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief, four miles away, to discontinue the action. By 3.30 P.M. letters were



THE FOURTH "ISIS."

From the photograph by H. J. Symonds.

exchanged under flags of truce and the fighting ceased, most of the Danish ships or forts being silenced. The Danes lost in killed, wounded, or prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew, several ships grounding while doing so. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. The "Isis" lost 33 killed and 88 wounded, and returned to England with the wounded from the fleet. Lord Nelson was elevated to the dignity of a Viscount for this victory.

In 1810 the "Isis" was broken up at Deptford.

The third "Isis" was a 50-gun ship, launched at Woolwich in 1819. She was designed to be a reduced copy of the Danish 80-gun ship "Christian VII.," and to be of 1190 tons, but she was considerably altered in process of building. She was cut in two and additional length added, and her poop and forecastle were removed. These alterations enabled heavier guns to be mounted and her broadside weight of metal became 948 pounds instead of 560 as originally intended. She became of 1321 tons, and carried a crew of 450 men. Her length, beam, and draught were 164 ft., 43 ft., and 13 ft.

THE KING'S SHIPS

ITCHEN

On January 31st, 1828, the "Isis," flying the broad pennant of Commodore Sir Thomas Staines with six other Anglo-French ships in company, anchored off Grabusa. The Commodore at once demanded the surrender of 14 Greek vessels, and their two prizes, which were lying at that port. No satisfactory reply having been received, all sixteen vessels were fired into and sunk.

Unfortunately, when retiring from Grabusa, the "Isis" fouled the "Cambrian" in a narrow channel. The "Cambrian" paid off on the wrong tack, ran ashore, and became a total wreck.

The "Isis" ended her career as a coal depot at Sierra Leone, and in 1866 she was sold at that place for £1098.

The fourth "Isis" is an 11-gun twin-screw cruiser, launched at Glasgow in 1896. She is of 5600 tons, 9600 horse-power, and 19.5 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 21 ft.

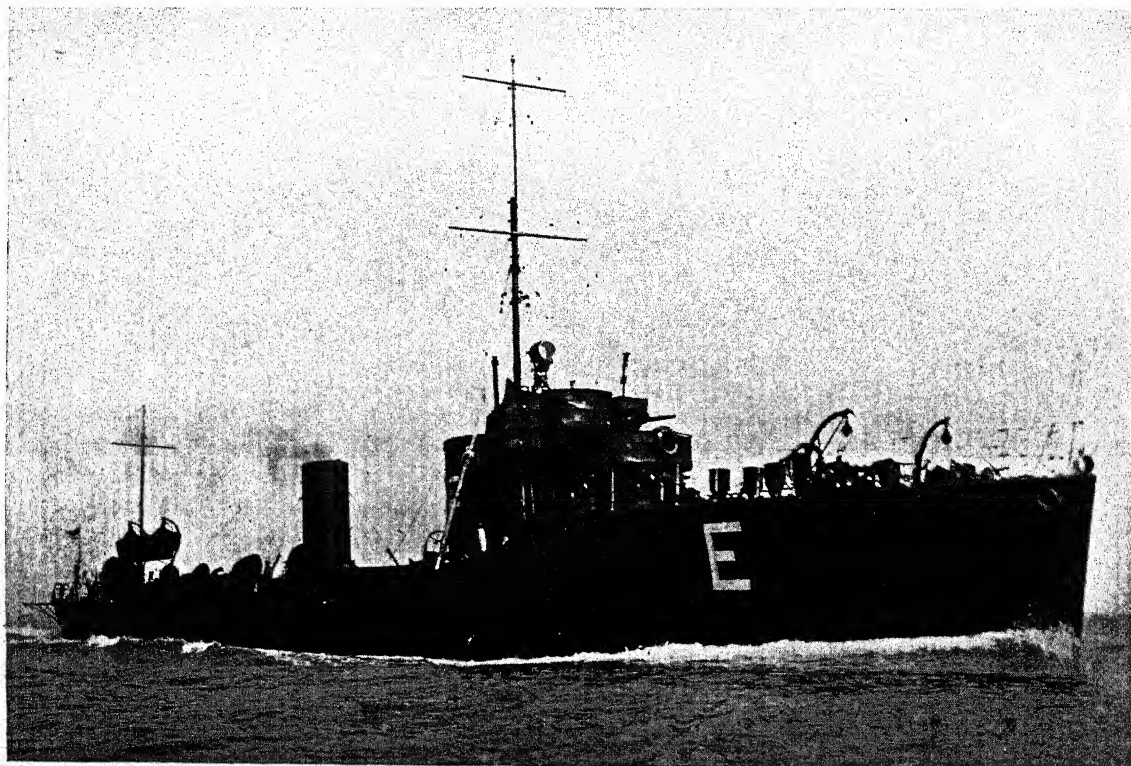
In 1900 the "Isis," commanded by Captain George M. Henderson, played a minor part in the third China War or Boxer Riots.

For some time this cruiser acted as a seagoing training-ship for Naval Cadets.

ITCHEN

ITCHEN.—A river, sometimes called Aine, rising in Hampshire, and flowing past Winchester into Southampton Water at Southampton. There is another small river of this name in Warwickshire.

The "ITCHEN" is a twin-screw torpedo-boat destroyer, launched at Birkenhead in 1903. She is of 550 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 222 ft., 23 ft., and 10 ft.



THE "ITCHEN."

From the photograph by O. G. Coates.

ANCIENT WAR VESSELS

"I"

(For explanation regarding arrangement see page 51.)

Iberus ?

Icarus, 1814—

- The suppression of piracy and slavery in the West Indies 1824
- Assisted to capture pirate "Diablero" 1824
- Salmon's capture of "Walker the Filibustier" 1860
- The affair at Yangchow 1868
- The affair in Outingpoi Creek 1869
- Boat operations in Rokelle River 1887

Idas, 1809 (hired and armed)—

- The Walcheren expedition 1809
- The occupation of Walcheren 1809
- Operations against French 1810, etc.

Ignition, 1806—

- Operations on French coast 1807
- Wrecked off Dieppe 1807

Ildefonso, 1805 (Spanish). See also San Ildefonso

Imaun, 1836

Immortalité, 1798 (French)—

- Observed the capture of French "Dédaigneuse" 1801
- The blockade of the French coast 1803
- Operations against French invasion flotilla 1803
- Operations near Cape Blanc Nez 1803
- The bombardment of Dieppe 1803
- The bombardment of St. Valéry-en-Caux 1803
- Assisted to capture French "Inabordable" 1803
- Assisted to capture French "Commode" 1803
- Operations off Boulogne 1804
- Action with Ver Huell's flotilla 1804
- Operations off Ambleteuse 1804
- Operations off Boulogne 1805

Impatiente, 1803 (French)

Impériale, 1806 (French). See also Mary Imperial

Impérieuse, 1793 (French)—

- Operations in Mediterranean 1794
- Watched Isle of Capraia 1794
- Cochrane's operations off Arcachon 1807
- Cochrane's operations off Cartagena 1808
- Action against Spanish gunboats 1808
- Cochrane's operations at Minorca 1808
- Cochrane's operations at Majorca 1808
- Cochrane's operations off Catalonia 1808
- Captured Fort Mougat 1808
- Destroyed many French signal stations ("Having nothing better to do") 1808
- The bombardment of Ciotat 1808
- Cochrane's defence of Fort Trinidad 1808
- Cochrane's operations in Caldañes Bay 1808
- Captured French "Gauloise" and "Julie" 1808
- Gambier's operations in Basque Roads 1809
- Cochrane's audacity in Aix and Basque Roads 1809
- The Walcheren expedition 1809
- Boat operations at Positano 1811
- Operations at Laigueglia and Alassio 1812
- Operations at Anzio 1813
- The Russian war 1854
- The expedition to the Baltic 1854
- Operations in Gulf of Finland 1854
- The expedition to the Baltic 1855
- Operations off Cronstadt 1855
- Operations in China 1859-62
- Boat operations in River Peiho 1859
- The capture of Chepoo, etc. 1862
- The re-capture of Kahding, etc. 1862
- The annexation of Christmas Island 1888

Impétueux, 1794 (French)—

- Accidentally burnt at Portsmouth 1794
- Assisted to capture French "Sainte Famille" 1798
- Lord Keith's operations in Mediterranean 1799

THE KING'S SHIPS

Blockade of Brest	1800	The capture of Guadeloupe	1759
Pellew's operations at Quiberon	1800	The capture of Belle Isle	1761
Assisted to destroy French "Insolente"	1800	The capture of Martinique	1762
Warren's expedition to Ferrol	1800	Johnstone's action at Porto Praya	1781
Captured French "Cerbère"	1800	The bombardment of Algiers	1816
Inabordable, 1803 (French)		Infoedstretten, 1801 (Danish)—	
Incendiary, 1778—		Burnt by British	1801
Wrecked off the Isle of Wight	1780	Inspector, 1782—	
The Glorious First of June	1794	The capture of St. Lucia	1794
Bridport's action off Isle Groix	1795	The capture of Guadeloupe	1794
Assisted to destroy French "Suffren"	1797	Operations in San Domingo	1794
Captured by the French	1801	The blockade of the French coast	1803-4
Incomparable, 1712 (French)		Actions with French invasion flotilla	1804
Inconnue, 1794 (French)		Action with Ver Huell's flotilla	1804
Inconstant, 1783—		Integrity, 1805	
Captured French "Curieux"	1793	Intelligence, 1695	
Lord Hood's occupation and operations		Intelligent, 1805	
at Toulon	1793	Intrepid, 1747—	
Captured French "Speedy"	1795	Byng's action off Minorca	1756
Hotham's action off Genoa	1795	Hawke's operations off Isle d'Aix	1758
Nelson's operations at Alassio	1795	Boscawen's action with De la Clue off	
Nelson's operations at Laigueglia	1795	Lagos	1759
Operations at Leghorn	1796	Hawke's action with De Conflans in Qui-	
Captured French "Unité"	1796	beron Bay	1759
The blockade of Brest	1800	The Havana expedition	1762
Pellew's operations at Quiberon	1800	Rodney's first action with De Guichen	1780
Lord Keith's expulsion of the French		Rodney's second action with De Guichen	1780
from Egypt	1801	Rodney's third action with De Guichen	1780
The capitulation of Goree	1804	Hood's action with De Grasse	1781
H.R.H. Prince George of Wales (now		Graves's action in the Chesapeake	1781
H.M. King George the Fifth) was		Hood's action with De Grasse at St. Kitts	1782
lent to this ship, as a midshipman,		Lord Hood's occupation and operations	
from July 9th, 1881, to August 1st,		at Toulon	1793
1881		Assisted to capture French "Sirène"	1794
Operations in Egypt	1882	Captured French "Perçante"	1796
The affair at Mehallet Junction	1882	Operations at Gaeta	1806
Inconstante, 1793 (French)		The capture of Capri	1806
Indagadera, 1832 (slaver)		The capture of Madeira	1807
Independance, 1780		The capture of Martinique	1809
Indian, 1654—		Austin's search for Franklin	1850-1
Penn's expedition to the West Indies	1655	Belcher's search for Franklin	1852-4
Operations in San Domingo	1655	Abandoned in the Arctic	1854
The capture of Jamaica	1655	Burr's operations at the Bluefields	1899
Indignant, 1806—		Intrepide, 1805 (French)—	
Gambier's operations at Copenhagen	1807	Burnt by British after capture at	
Industrious Ann, 1801 (hired). See also Ann, etc.		Trafalgar	1805
Industry, 1653 (armed merchantman)—		Intrepido, 1812 (Genoese)	
The first battle of the North Foreland	1653	Inverness, 1745	
Anson's voyage of exploration	1740-3	Investigator, 1798—	
Operations against French (hired)	1801	Flinder's voyage of discovery	1801-3
The occupation of Walfisch Bay	1878	Ross's search for Franklin	1848-50
Infanta, 1762 (Spanish)		McClure's search for Franklin	1850-4
Infanta Amalia, 1799 (Spanish)		McClure's discovery of a North-West	
Infante Don Carlos, 1804 (Spanish). See also San Carlos		Passage	1854
Infernal, 1757—		Abandoned in Arctic	1852
The attack upon Aix	1758	Operations in River Niger	1864-6
The attack upon Martinique	1759	Inveterate, 1807—	
		Operations on French coast	1807
		Wrecked off St. Valéry-en-Caux	1807

THE KING'S SHIPS

Ipswich, 1694—

Martin's operations at Naples . . .	1742
Assisted to destroy Spanish "Isidoro" . .	1743
Townsend's action off Martinique . . .	1745
A brilliant display of seamanship . . .	1746

Iris, 1777—

Operations on American coast . . .	1780
Captured several French privateers . . .	1780
Action with French "Hermione" . . .	1780
Assisted to capture American "Trumbull" . . .	1781
Captured by the French . . .	1781
Destroyed after capture at Toulon . . .	1793
Action with French "Citoyenne Française" . . .	1793
Operations against the French (hired) . .	1798
Operations in River Gironde . . .	1806
Assisted to capture French "César" . . .	1806
Operations in Egypt . . .	1882-3
The occupation of Port Said . . .	1882
The blockade of Damietta . . .	1882
Beresford's operations on the Nile . . .	1884-5
The defence of Suakin . . .	1885

Irish, 1700?

Irriwaddy, 1879 (R.I.M.), Irrawaddy—

Operations in Burmah . . .	1885
The surrender of Theebaw . . .	1885
The occupation of Mandalay . . .	1885
The conquest of Upper Burmah . . .	1885

Isabel, 1314—

Operations in Scotland . . .	1314
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Isabella, 1350. See also Santa Isabela—

The battle of Winchelsea . . .	1350
Operations against French (hired) . . .	1804, etc.
Ross's expedition to Davis Strait . . .	1818

Isle of Wight, 1673

Islip, 1654—

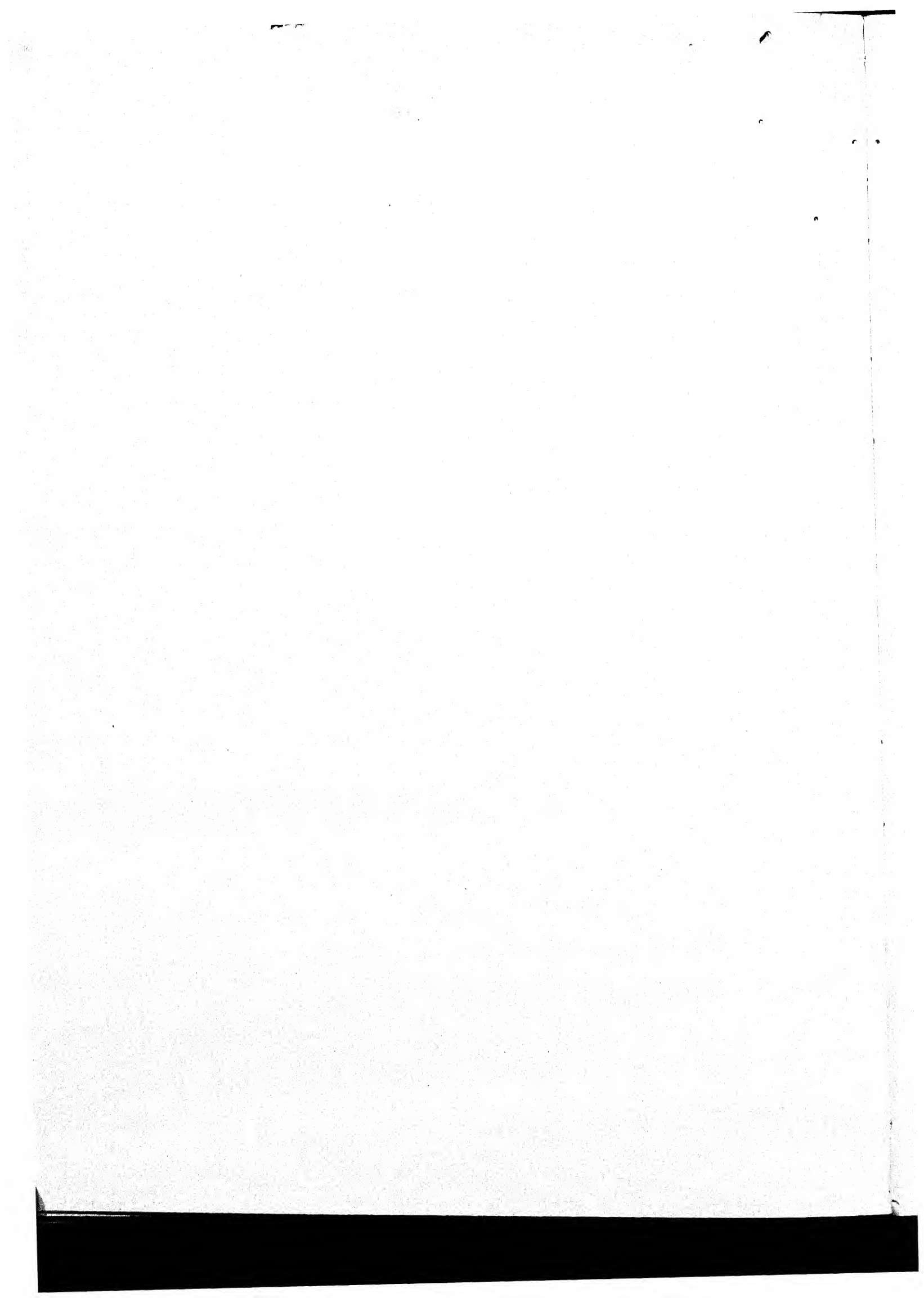
Wrecked off Inverlochy . . .	1655
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Ister, 1813—

Operations subsequent to bombardment of Algiers . . .	1816
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Istria, 1865

Ivanhoe, 1912



JANUS

The War of American Independence—

Cornwallis's action with Le Motte Picquet off Haïti 1780

Operations against Moorish pirates on the Riff coast 1851

The second China War—

The attack on the Peiho forts 1859

The capture of the Taku forts 1860

The suppression of Chinese piracy at Tia Nia 1865

Intervention in Chinese affairs 1869



JANUS.—An ancient Latin deity, the Janitor of the portals of heaven. Janus is represented with two faces, because he was acquainted with the past and with the future, or, according to others, because he represented the sun, which opens the day at its rising and closes it at its setting. He is the "spirit of the opening"; in this sense the opening month of the year January is called after him. All the gates of Rome were in his keeping and protection; above all, the gateway, afterwards replaced by a temple of the god, exclusively used by the army when going to war or returning from it. Thus it was that the portals of the temple of Janus were closed in peace and opened during war. Under the Republic they were closed only three times in seven hundred years, the Romans during that period being continually fighting in some portion of the globe. There was a street in Rome called after his name, and situated near his temple, which was frequented by the usurers.

The first "*JANUS*" was a 44-gun ship, launched on the Thames in 1778. She was of 884 tons, and carried a crew of 300 men. Her length, beam, and draught were 140 ft., 38 ft., and 14 ft.

In March 1780 the "*Janus*," commanded by Captain Bonovier Glover, was cruising on the north side of Haïti in company with the "*Lion*" and "*Bristol*." On the 20th a French convoy was sighted, escorted by five French men-of-war under La Motte Picquet. The convoy were ordered into harbour, and a distant cannonade began at 5 P.M. and lasted until midnight. From it the "*Janus*" was the chief sufferer, losing her mizzen-topmast and foretopgallant-mast. The action was general on the following day, but after an indecisive cannonade, lasting until 6.30 A.M. on the morning of the 22nd, the French hauled off. The captain of the "*Janus*" died a natural death during the engagement. Captain Horatio Nelson was then given the command of the "*Janus*," but this was only a nominal appointment, as his health necessitated his return to England soon afterwards, and the recall saved his life, for he had been dangerously ill with fever and dysentery for some time.

In 1783 the "*Janus*" returned from the West Indies. Her crew, hearing a rumour that the ship was to be refitted and sent back to the West Indian station, at once broke out into open mutiny. They confined the officers and refused to let the captain come on board. Admiral Lord Howe, first lord of the Admiralty, went on board the ship at Spithead, and succeeded by a timely speech in restoring discipline, for it had never been the Admiralty intention that the "*Janus*" should be other than paid off.

In 1788 the "*Janus*" was converted into a storeship, and renamed "*Dromedary*."

The second "*JANUS*" was a Dutch 36-gun frigate, captured by the "*Phoenix*" in the North Sea on May 12th, 1796. Previous to her capture she was known as the "*Argo*." In the English service she became a 32-gun frigate of 740 tons, with a crew of 200 men. Her length, beam, and draught were 133 ft., 36 ft., and 12 ft.

After acting as a receiving ship for some time the "*Janus*" was sold in 1811.

The third "*JANUS*" was a 5-gun paddle sloop, launched at Chatham in 1844 to the designs of the Earl of Dundonald. She was of 763 tons, and 220 horse-power, and carried a crew of 100 men. Her length, beam, and draught were 180 ft., 30 ft., and 7 ft.

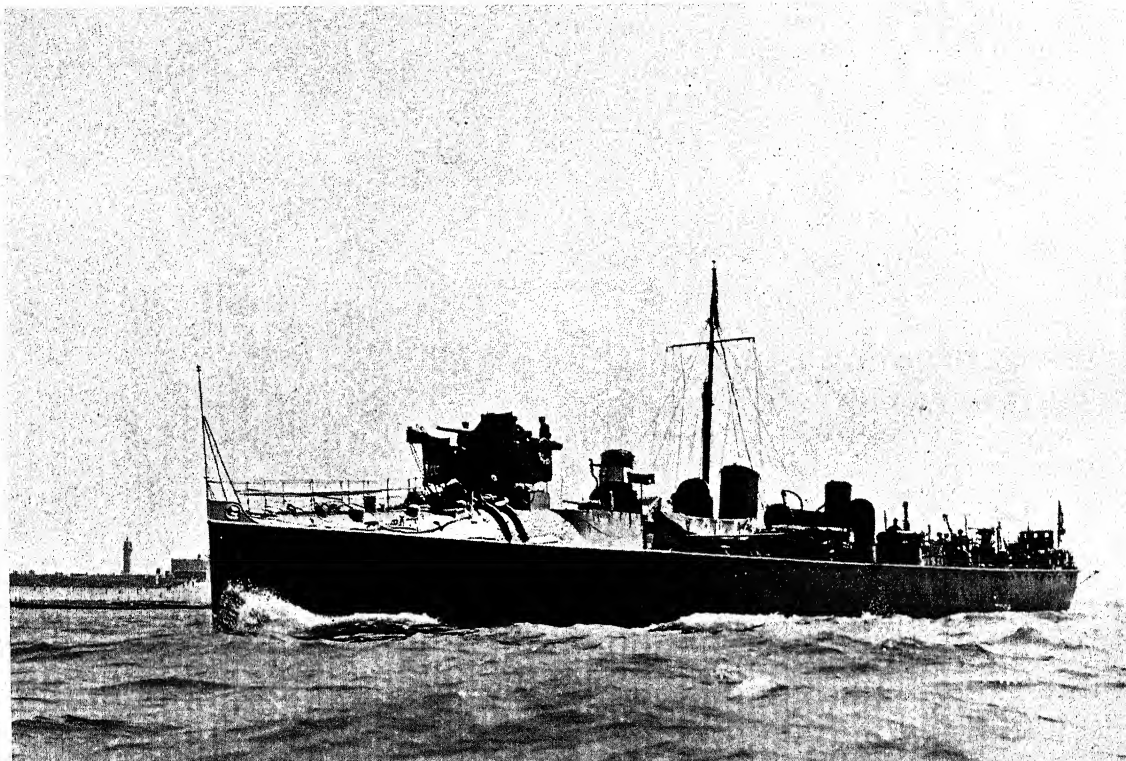
THE KING'S SHIPS

JANUS

In 1851 the "Janus," commanded by Lieutenant Richard Ashmore Powell, was engaged in a punitive expedition against the Moorish pirates on the Riff coast. On October 17th the boats from the "Janus" discovered the ribs of a merchantman which had been captured by these brigands, dispersed the Moors, and captured some of their boats. Two days later the boats of the "Janus" were again engaged, but the Moors were in too great force for the small party to deal with them as they deserved.

In April 1856 this vessel was sold to Castles, the shipbreakers, for £3300.

The fourth "JANUS" was a 2-gun screw gunboat, launched at Pembroke in 1856. She was of 238 tons, 40 horse-power, and carried a crew of 30 men. Her length, beam, and draught were 110 ft., 22 ft., and 3 ft.



From the photograph by Ernest Hopkins.

THE FIFTH "JANUS."

In 1859 the "Janus," commanded by Lieutenant Herbert Price Knevitt, was employed in the second China War.

On June 25th, 1859, the "Janus" was one of a fleet of 11 ships under Rear-Admiral James Hope with his flag in "Plover," which took part in the disastrous attack on the Peiho forts. The attack began at 2 P.M., but the Chinese had the range to a nicety, and by 4 P.M. the British ships had suffered severely, and were obliged to move farther out. Rear-Admiral Hope was wounded, and owing to the damage suffered by the "Plover" he transferred his flag to the "Cormorant." At 5.40 P.M. one English vessel sank, and two others went ashore to avoid a like fate. It was on this occasion that some neutral Americans assisted to work the bow gun of the "Plover," and from this time dates the expression, "Blood is thicker than water." They belonged to a boat's crew waiting alongside for Admiral Tatnall. At 7 P.M. a landing party about 400 strong went ashore, but was compelled to retire again at 1.20 A.M. On the following day the "Plover" grounded, and in going to her assistance the "Cormorant" was exposed to such a heavy fire that she also sank and was lost. The British forces then withdrew, having lost in this lamentable affair 89 killed and 345 wounded.

In August 1860 the "Janus" was one of a fleet of 11 ships and many rocket boats under Rear-Admiral Lewis Tobias Jones with his flag temporarily in "Dove" which co-operated

with the allied French and British troops, 20,000 strong, in the attack and capture of the Taku forts. The Naval work consisted of bombarding the forts and clearing the boom obstructions in the river. The ships suffered no casualties, but the marines on shore, who behaved with their accustomed brilliancy, lost 1 killed and 29 wounded.

On December 12th, 1865, the boats from the "Janus," Lieutenant Cecil F. W. Johnson, together with those from the "Salamis," Commander Francis Grant Suttie, had a brush with some Chinese pirates at Tia Nia, on the west coast of China. Commander Suttie, acting on information received from the Mandarins, landed with 45 officers and men and, approaching three junks and five snake boats, was fired at by 200 Chinese pirates who fled to the hills.

Lieutenant Johnson, with only six men, followed the main body of these, and fought them gallantly until he was recalled. About a dozen of the enemy were killed and wounded, and all their craft were destroyed, but there were no British casualties.

In 1869 the Foreign Office strongly censured Consul Sinclair of Foochow, for having unnecessarily induced Lieutenant Leicester C. Keppel, of H.M.S. "Janus," to intervene in internal Chinese troubles on behalf of an English missionary.

The "Janus" became a coaling lighter, and in 1871 she was sold at Hong-Kong for £442.

The fifth "JANUS" is a twin-screw torpedo-boat destroyer, launched at Palmer's Yard in 1895. She is of 320 tons, 3900 horse-power, and 27 knots speed. Her length, beam, and draught are 200 ft., 20 ft., and 7 ft.

In 1913 this destroyer was sold in pieces at Hong-Kong.

JASON

Coppered bottoms	1762	Action with French convoy off La Vendée	1797
The occupation of Port Egmont, West Falkland Isles	1770	Assisted to capture French "Arrogante"	1798
The War of American Independence—		Assisted to capture French "Seine"	1798
Johnstone's action with De Suffren at Porto Prayo	1781	Captured French "Naiade"	1805
The Wars of the French Revolution and Empire—		Captured French "Favourite"	1807
Captured French "Suffren"	1797	Assisted to capture French "Topaze"	1809
		Assisted to capture French "Iphigénie"	1814
		The Russian War—	
		Transport work	1855



JASON.—In Greek legend, the son of the King of Iolcus. Jason was promised the crown by Pelias the Usurper if he would undertake a perilous voyage in quest of the Golden Fleece. Jason gathered a band of heroes and embarked with them in the ship "Argo." In the course of his adventures Jason tamed wild bulls, and slew a monstrous dragon that watched over the Fleece. Medea the sorceress was enamoured of him, and in return for his promise of eternal fidelity she gave him certain magic herbs by whose virtue he was enabled to accomplish his labours. Medea returned with Jason to Iolcus and became his wife. When he abandoned her for Glauce, Medea slew Glauce, murdered her children by Jason, and disappeared. Jason ended his days in sorrow. According to one legend, when he was reposing by the side of his old ship, "Argo," a beam which had formed part of the poop fell upon his head and he was crushed to death.

The first "JASON" was a 4-gun fireship, purchased in 1673. She was of 146 tons, and her length, beam, and draught were 61 ft., 21 ft., and 11 ft.

In May 1674 this vessel was sold.

The second "JASON" was a French 30-gun East Indiaman, captured in 1745.

In January of this year the "Deptford," commanded by Captain John Phillipson, and flying the broad pennant of Commodore Curtis Barnet, lay in the strait of Banca disguised as a merchantman. With her, and likewise disguised, was the "Preston," commanded by Captain the Earl of Northesk. In this way they were able to capture the "Jason" and two other East Indiamen, each mounting 30 guns.

The third "JASON" was a 50-gun ship, captured from the French on May 3rd, 1747, when Vice-Admiral Anson defeated a French fleet under Admiral De la

THE KING'S SHIPS

JASON

Jonquière off Cape Finisterre. She was of 810 tons, and carried a crew of 280 men. Her length, beam, and draught were 131 ft., 37 ft., and 15 ft.

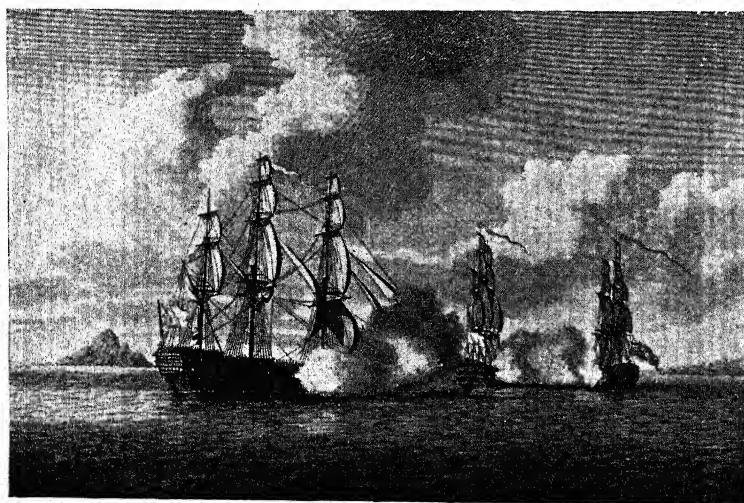
In 1763 the "Jason" was sold for £400.

The fourth "JASON" was a 32-gun frigate, completed on the Thames in 1763. She was of 689 tons, and carried a crew of 220 men. Her length, beam, and draught were 131 ft., 37 ft., and 15 ft.

In 1762 the experiment of coppering ships' bottoms to preserve them against the worm was first officially tried in the Navy. The general introduction of the improvement was impeded for several years by the galvanic action which was set up between the copper and the iron bolts of the ship's hull, and by the evils which this action wrought. This "Jason" was one of the ships which was experimented with, and some of the difficulties were overcome by using only copper fastenings in the underwater portions of the hull.

In 1770 the "Jason," commanded by Captain John Macbride, took possession of Port Egmont in the West Falkland Islands.

In 1781 the "Jason," commanded by Captain James Pigott, was one of a fleet of 16 men-



After D. Serres, R.A. Engraved by W. Skelton

British Museum.

CAPTURE OF THE FIFTH "JASON."

of-war, 1 armed transport, and 10 East Indiamen, each mounting 26 guns, under the supreme command of Commodore George Johnstone with his broad pennant in "Romney." They took out with them a considerable body of troops, and sailed from England on March 13th, 1781, with the object of capturing the Cape of Good Hope. On April 11th the English fleet reached Porto Prayo in the Cape de Verde Islands. On April 16th a French squadron of five ships appeared under Admiral de Suffren, and a rough-and-tumble action followed. Suffren, seeing that the attack had failed, eventually cut his cable and pro-

ceeded to sea. The French lost 105 killed and 204 wounded. The total British loss was 36 killed and 130 wounded. The French proceeded to the Cape, landed their troops, and secured the colony against attack. Commodore Johnstone arrived soon afterwards, and finding himself anticipated, turned aside to Saldanha Bay, where he captured five Dutch East Indiamen. He then sent three ships to reinforce the squadron in India, and returned to England with the remainder.

In 1785 the "Jason" was sold for £495.

The fifth "JASON" was a 64-gun ship, captured from the French in the West Indies on April 19th, 1782. She was of 1451 tons, and carried a crew of 500 men. Her length, beam, and draught were 166 ft., 45 ft., and 18 ft.

She had been in the French fleet under Admiral Comte de Grasse which had been defeated and scattered on April 12th. Rear-Admiral Sir Samuel Hood was then despatched in chase of the remnant with his flagship "Barfleur," and a few others. He managed to capture four of the fleeing and disabled Frenchmen, and the "Jason" was one of these.

This vessel was added to the Navy, but her name was changed to "Argonaut."

The sixth "JASON" was a 36-gun frigate, launched on the Thames in 1794.

She was of 984 tons, and carried a crew of 155 men. Her length, beam, and draught were 146 ft., 39 ft., and 16 ft.

In January 1797 the "Jason" captured the French transport "Suffren" while she was returning to France laden with troops from Vice-Admiral de Galle's unsuccessful expedition to Ireland. The "Suffren" was subsequently retaken by the French, and then recaptured again and sunk by a British frigate.

On August 11th, 1797, the "Jason," commanded by Captain Charles Stirling, was one of a squadron of four ships which attacked a French convoy escorted by the French corvette "Réolaise," 20 guns, and a gunboat and a lugger off the coast of La Vendée. The gunboat was destroyed, and the corvette a good deal cut up, with a loss to the British ships of 3 killed and 5 wounded.

On April 23rd, 1798, the "Jason," commanded by Captain Charles Stirling, while in company with the "Naïad" captured the French 6-gun gunboat "Arrogante" off Brest.

On June 29th, 1798, the "Jason," commanded by Captain Charles Stirling, while in company with the "Pique" and "Mermaid," cruising off the Penmarck Rocks, sighted and chased the French 38-gun frigate "Seine," homeward bound from Mauritius with 400 soldiers on board. The "Pique" ran ashore, followed almost immediately by the "Seine" and "Jason." The tide swung the "Jason's" stern round and exposed her to the "Seine's" raking broadsides. The "Jason" managed to return the fire, assisted by the "Pique," and as the "Mermaid" was coming up fast the "Seine" struck her colours. The "Seine" lost about 170 killed and 100 wounded; and was got afloat again. The "Pique" and "Jason" lost 27 killed and wounded. The "Jason" came off safely, but the "Pique" had to be abandoned after being rendered unserviceable.

On October 13th, 1798, the "Jason," while commanded by Captain Charles Stirling, had the misfortune to run ashore near Brest and was wrecked and lost, her crew being made prisoners.

The seventh "JASON" was a 36-gun Dutch frigate, brought into Greenock on June 8th, 1796, by a mutinous crew. She was of 748 tons and carried a crew of 215 men. Her length, beam, and draught were 133 ft., 36 ft., and 12 ft.

She was added to the British Navy, but soon afterwards her name was changed to "Proselyte."

The eighth "JASON" was a 36-gun frigate, launched at Burlesdon in 1800. She was of 1053 tons, and carried a crew of 264 men. Her length, beam, and draught were 150 ft., 40 ft., and 14 ft.

On July 21st, 1801, the "Jason," commanded by Captain the Hon. John Murray, was wrecked and lost near St. Malo. None of the crew lost their lives, but they were all made prisoners by the French. Captain Cunningham of the "Clyde" at once sent in a flag of truce, and succeeded in obtaining the permission of the French Governor for them to be exchanged. The request was granted on condition that they were sent to Portsmouth in French cartels. The Governor presumably wished some of his officers to see Portsmouth harbour, or else to ensure to the exchanged French prisoners a return to their country in ships of their own nationality. Observing that the enemy were preparing to raise the "Jason," Captain Cunningham directed Lieutenant Mounsey of the "Clyde" to proceed with the boats and try to destroy the "Jason." The service was effectually performed in the presence of several French ships that were apparently ready for sea.

The ninth "JASON" was a small armed cutter hired for service in 1803.

The tenth "JASON" was a 32-gun frigate, launched at Woolwich in 1804. She was of 661 tons, and carried a crew of 215 men. Her length, beam, and draught were 127 ft., 34 ft., and 12 ft.

On October 13th, 1805, the "Jason," commanded by Captain William Champain, captured the French 16-gun sloop "Naïade."

THE KING'S SHIPS

JASON

On January 27th, 1807, the "Jason," commanded by Captain Thomas John Cochrane, while cruising off the Guiana coast, captured the French 18-gun sloop "Favourite." The French lost 1 killed and 1 wounded. The "Jason" had 1 man wounded.

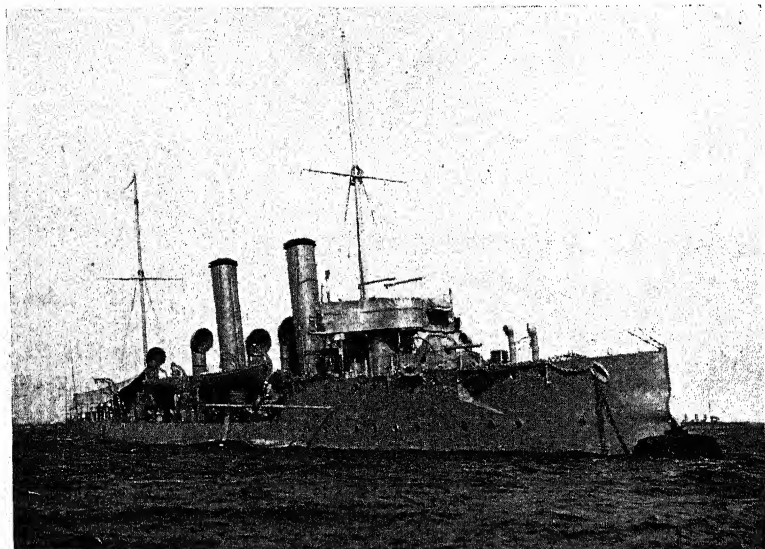
On January 22nd, 1809, the "Jason," commanded by Captain William Maude, assisted the "Hazard" and "Cleopatra" to capture the French 40-gun frigate "Topaze" off Guadeloupe.

In April 1814 the "Jason," flying the flag of Admiral of the Fleet the Duke of Clarence, escorted His Majesty Louis XVIII. to France from Dover.

In 1815 the "Jason" was broken up at Plymouth.

The eleventh "JASON" was a French 10-gun brig, captured off the coast of Ireland on September 1st, 1809, by the "Helena," Commander James Anderson Worth.

The twelfth "JASON" was a French 2-gun privateer, captured on December 31st, 1813.



From the photograph by Ernest Hopkins.

THE FIFTEENTH "JASON."

On January 16th, 1814, the "Jason," commanded by Lieutenant Thomas Moffat, while in company with the "Venerable" and "Cyane," sighted two French frigates off the Canary Islands.

The little "Jason" made a most gallant attack with her two guns on the 40-gun frigate "Iphigénie," and after nearly seven hours' action she realised her opponent was too big for her, and dropped astern, curiously enough with no one hurt. The "Venerable" and "Cyane" then came up, and the "Iphigénie" surrendered.

The thirteenth "JASON" was a hired armed transport, brought into the service temporarily for the Russian War.

In 1855, during the operations, Rear-Admiral Edward Boxer, C.B., who was Admiral Superintendent of Transports, died of cholera on board the "Jason."

The fourteenth "JASON" was a 21-gun screw corvette, launched at Devonport in 1859. She was of 1711 tons, 400 horse-power, and 11 knots speed. Her length, beam, and draught were 225 ft., 41 ft., and 16 ft.

The "Jason" was eventually reduced to a 17-gun ship, and was broken up at Devonport in 1877.

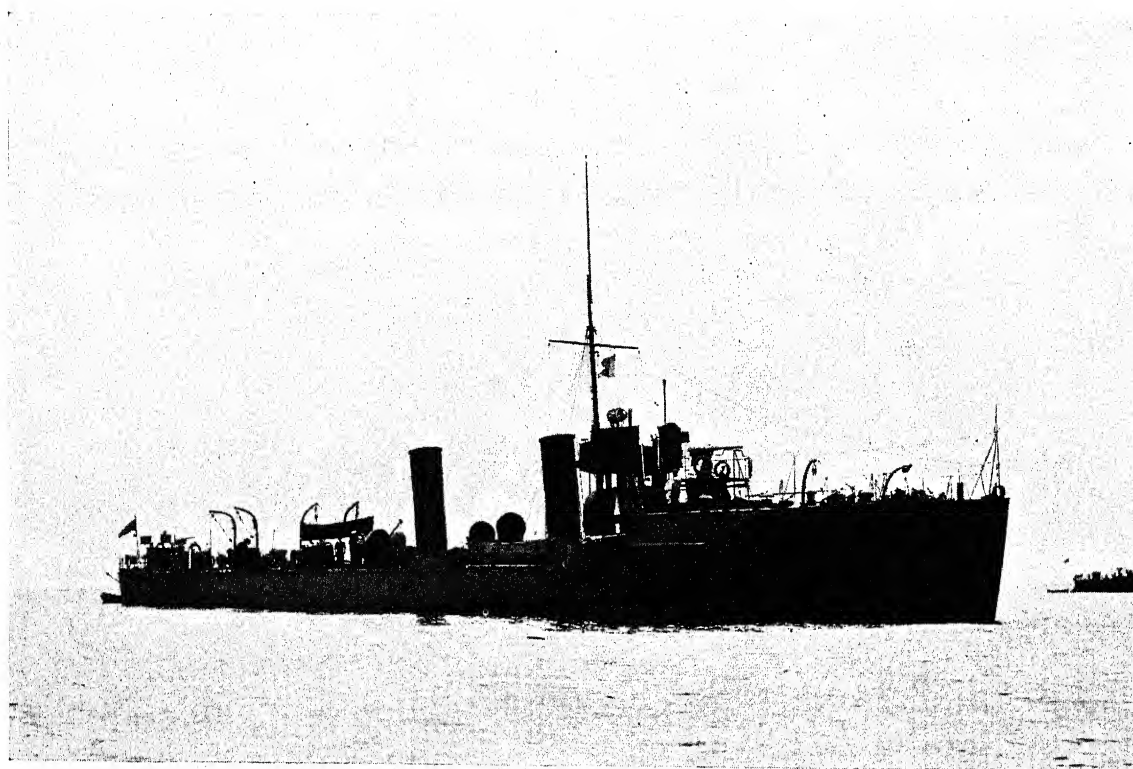
The fifteenth "JASON" is a 2-gun twin-screw gunboat, launched at Barrow in 1892. She is of 810 tons, 5700 horse-power, and 20 knots speed. Her length, beam, and draught are 230 ft., 27 ft., and 9 ft.

This vessel was subsequently fitted as a mine-sweeping gunboat.

JED

JED.—A small Scottish river in Roxburghshire, more generally known as the Jed Water. It flows past Jedburgh and falls into the Teviot.

The "JED" is a twin-screw torpedo-boat destroyer, launched at Thornycroft's Yard in 1904. She is of 550 tons, 7500 horse-power, and 25 knots speed. Her length, beam, and draught are 222 ft., 23 ft., and 10 ft.



THE "JED."

From the photograph by Ernest Hopkins.

JUNO

The Seven Years' War—

Assisted to capture French "Echo"	1758
The bombardment and capture of Cape Breton Island	1758
The capture of Prince Edward Island	1758
The blockade and bombardment of Le Havre	1759
Assisted to capture French "Brune"	1761

The occupation of Port Egmont, Falkland Islands 1771

The War of American Independence—

The defence of Narragansett Bay	1778
Hughes's action with De Suffren off Cuddalore	1783

The Wars of the French Revolution and Empire—

Lord Hood's occupation and operations at Toulon	1793
An unwelcome visitor	1793
The siege of Bastia	1794
The capture of Corsica	1794
Operations in Holland	1799
The capture of Dutch squadrons in Nieuwe Diep, and River Vlieter	1799
Action with French "Poursuivante"	1803
The blockade of Cadiz	1805
The defence of Gaeta	1806

Colonial Tour of T.R.H. the Duke and Duchess of Cornwall and York 1901



JUNO.—In Roman mythology Juno was the Queen of the Gods and represented the ideal matron. Her brother Jupiter was so enamoured of her charms that he desired to marry her, and the nuptials were celebrated with the greatest solemnity. Among the birds, the hawk, goose, and particularly the peacock, often called the bird of Juno, were sacred to her, and the dittany, the poppy, and the lily were her favourite flowers. As Juno's power extended over all the gods, she possessed the privilege of hurling the thunder of Jupiter. She is represented as sitting on a throne with a diadem on her head, and bearing a golden sceptre in her right hand. Some peacocks are generally shown beside her, and a cuckoo is often figured as perching on her sceptre, while Iris, behind her, displays the colours of her beautiful rainbow.

The Roman consuls, when they entered upon their office, were always obliged to offer her a solemn sacrifice. The month of June is called after her.

The first "JUNO" was a Spanish 36-gun ship, captured in 1718 when Admiral

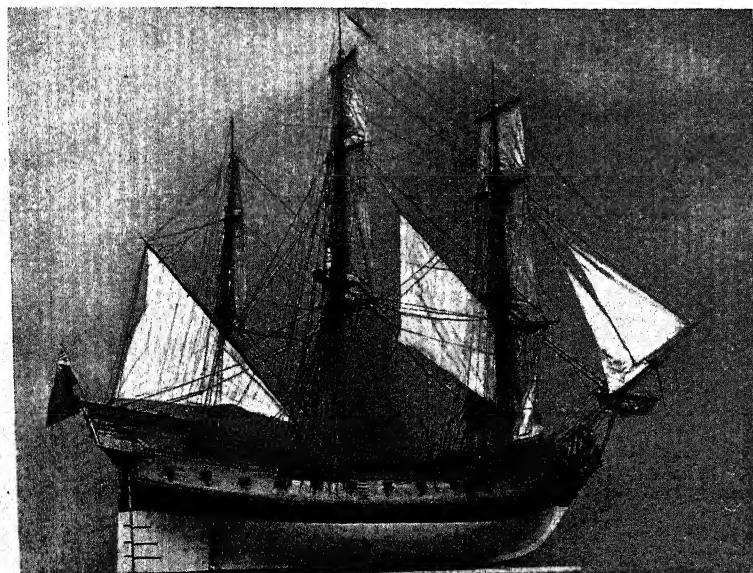
Sir George Byng defeated the Spanish fleet off Cape Passaro on August 11th.

The "Juno" was captured by the "Essex," 70, commanded by Captain Christopher O'Brien.

The second "JUNO" was a 32-gun frigate, launched on the Thames in 1757. She was of 667 tons, carried a crew of 220 men, and her length, beam, and draught were 128 ft., 34 ft., and 12 ft.

In 1758 the "Juno" was in a large fleet of 167 sail of various kinds which sailed from Portsmouth in February under the command of Admiral the Hon. Edward Boscawen.

Major-General Amherst commanded the troops. The fleet arrived at Cape Breton Island on June 2nd to attack Louisbourg. Great difficulty was experienced in landing the troops owing to surf, and many men were drowned. The fleet bombarded, and the troops attacked with great vigour, the French making a most gallant defence. The French ships in the harbour of Louisbourg assisted in the defence, and four were sunk at the mouth of the harbour to blockade the entrance. On July 1st one of the French ships blew up and set on fire two others which became total losses. On July 25th the boats of the fleet were manned and armed with 600 men, and



Science Museum.

MODEL BELIEVED TO BE OF THE SECOND "JUNO."

the two remaining French ships were captured. This settled the matter, and the Governor surrendered on July 26th. With the surrender was included not only the Island of Cape Breton but also that of St. John, now known as Prince Edward Island. Three thousand six hundred combatants became prisoners of war, and 216 guns and mortars were taken.

Just previous to the arrival of the fleet at Cape Breton, the "Juno," in company with the "Scarborough," captured the French 26-gun frigate "Echo" on May 29th, 1758.

On July 2nd, 1759, the "Juno," commanded by Captain Henry John Philips, left England in a fleet of 31 ships, frigates, sloops and bombs under Rear-Admiral George B. Rodney with his flag in "Achilles," which arrived off Le Havre on the following day. The fleet was ordered to endeavour to destroy the flat-bottomed boats and the supplies which had been collected for the projected invasion of England. The ships anchored in the channel leading to Honfleur, and threw shells at the town, magazines, and boats for fifty consecutive hours, doing immense damage without receiving any injuries worth mentioning. They remained off Le Havre, establishing a blockade for the rest of the year, and captured numerous French prizes.

On January 30th, 1761, the "Juno" co-operated with the "Venus" in the capture of the French 36-gun frigate "Brune." The "Venus" had been in action for two hours before the "Juno" was able to come up, and bring the matter to a conclusion.

In 1771 the "Juno," commanded by Captain John Stott, in company with two ships, proceeded to Port Egmont in the Falkland Islands to receive the surrender of that group from the Spaniards in accordance with an agreement between the two countries. One of the midshipmen in the ship at this time was Edward Pellew, who afterwards became Admiral Lord Exmouth.

In 1778 the "Juno," commanded by Captain Hugh Dalrymple, while taking part in the war with the American colonies, was sunk with several other ships by Captain John Brisbane the senior Naval officer, off Rhode Island, to save them from capture by the French. The guns and ammunition taken from the "Juno" went to increase the defences, and her officers and crew served in the fortifications of Rhode and Goat Islands. Soon afterwards Lord Howe appeared, drove the French away, and raised the blockade of Narragansett Bay.

The third "JUNO" was a 32-gun frigate, launched on the Thames in 1780. She was of 689 tons, and carried a crew of 220 men. Her length, beam, and draught were 127 ft., 35 ft., and 11 ft.

On June 20th, 1783, the "Juno," commanded by Captain James Montagu, took part in the fifth action in the East Indies between Vice-Admiral Sir Edward Hughes and Admiral de Suffren. It was known as the battle off Cuddalore. The English fleet consisted of 21 and the French of 18 ships. The fleets met and the action began at 4 P.M. and lasted until 7 P.M. The curious point about this action is that, unknown to either belligerent, it was fought five months after the preliminaries of peace had been signed. The French gained a victory strategically and tactically, for though no ships were taken on either side, they prevented the reduction of Cuddalore by this action. The English loss was 99 killed and 434 wounded. The French had 102 killed and 386 wounded.

In 1790 the "Juno," commanded by Captain Samuel Hood proceeded to the West Indies.

On February 3rd, 1791, Captain Hood went in his barge, and at imminent peril to himself and the crew in the heavy gale of wind that was blowing, rescued three men off a dismasted craft that was waterlogged and drifting on to the breakers at St. Anne's Bay. For this service the House of Assembly of Jamaica presented him with a sword valued at 100 guineas.

In the autumn of 1791 and again in 1792 the "Juno" was in attendance on H.M. King George III. at Weymouth, who frequently went to sea in the ship, enjoying his trips very much. It was, however, very expensive work for Captain Hood, who "was never reimbursed the £700 expense he was put to, compelling him to borrow."

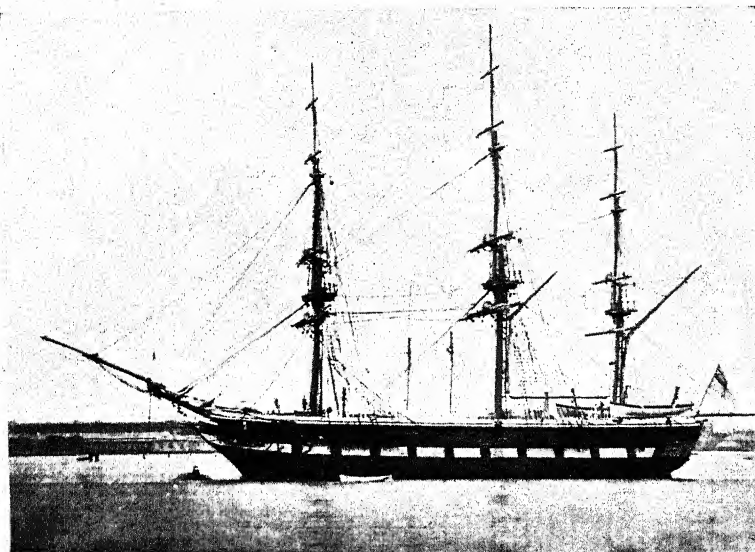
In 1793 the "Juno," commanded by Captain Samuel Hood, was one of a fleet of 51 sail of various kinds, commanded by Vice-Admiral Lord Hood with his flag in "Victory." On August 15th they arrived at Toulon to keep in check the French fleet that lay there. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed and took possession of the forts. The Spaniards, under Admiral Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town and continued their operations with such activity, that on December 15th the English and Spanish allies were forced to evacuate

the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards and magazines and a large number of ships in the harbour. The Royalists left behind were massacred by the Republicans.

Just before the evacuation of Toulon the "Juno" had been detached on some special service by the Vice-Admiral. She returned and sailed unsuspectingly into the harbour. Unfortunately she ran aground, and a boat came off to her. Captain Hood suspected nothing until the moon showed to one of the midshipmen that the officer was wearing the red, white and blue cockade of the Republican forces. The French were seized, sail set, and every effort made to get the ship off. A fortunate slant of wind started the ship off and she began to sail out of the harbour. A brig in the harbour and all the forts at once opened fire on her, but although the ship was much damaged both in hull and rigging, she managed to escape without the loss of a single man.

On February 7th, 1794, the "Juno," commanded by Captain Samuel Hood, was in a squadron of five ships, and transports with troops, which arrived at Corsica under Commodore Robert Linzee with his broad pennant in the "Alcide." The troops were landed on the follow-

ing day, the "Juno" bombarded Mortella Tower for two hours and a half, and a combined attack by land and sea was made which was unsuccessful. The seamen from the fleet by incredible exertions pulled some 18-pounders into a commanding position which had been supposed to be inaccessible, but after a bombardment Convention Redoubt was captured. The French then destroyed two frigates in San Fiorenzo and retreated. San Fiorenzo was then reduced, and after a siege of Bastia, lasting till May 21st, Corsica was captured, and transferred its allegiance to Great Britain.



From the photograph by H. J. Symonds.

THE SIXTH "JUNO" (BECAME "ATALANTA").

George Dundas, was one of a fleet of 17 British and 2 Russian ships, commanded by Admiral Lord Duncan with his flag in "Kent," which proceeded to the Texel. Transports accompanied the expedition in large numbers, and 37,000 British and Russian troops were landed in Holland under cover of the fire of the fleet. The Franco-Dutch troops retired before the attack. On August 28th, 14 Dutch men-of-war, 3 Indiamen, and 1 sheer hulk were captured without resistance in the Nieuwe Diep. On August 30th the English men-of-war, under Vice-Admiral Mitchell, stood into the River Vlieter. The Dutch Commander-in-Chief, Vice-Admiral Storijs, without resisting, forthwith surrendered 12 more Dutch men-of-war. The British and Russian forces were defeated and forced to evacuate Holland, but the Naval service received the thanks of Parliament for their share in the operations.

In 1805 the "Juno," commanded by Captain Henry Richardson, was for a short time employed in the blockade of Cadiz, in the fleet commanded by Vice-Admiral Lord Nelson, and Lord Nelson speaks of her, as being a "fixture" between Capes Trafalgar and Spartel.

In 1806 the "Juno," Captain Henry Richardson, took part in the operations against the French at Gaeta. She sent in her men under Captain Richardson and assisted the Prince of Hessen-Philippsthal, in the defence of that place, losing 4 men killed and 5 men wounded.

The fourth "JUNO" was a 4-gun brig, captured from the Dutch in the East Indies during the year 1797 by the "Resistance," commanded by Captain Edward Pakenham.

In 1799 the "Juno," commanded by Captain

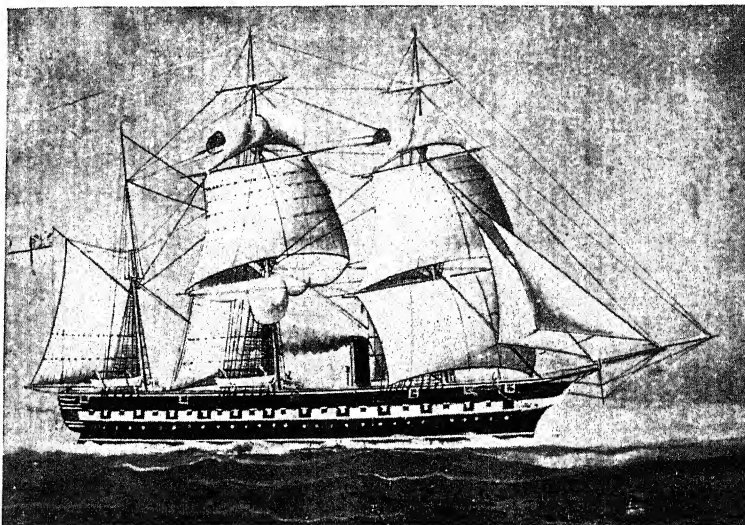
The fifth "JUNO" was a 16-gun privateer from Liverpool.

Strictly speaking this vessel was not one of the King's ships, but she is included on account of her war service.

On August 14th, 1803, while commanded by Master Lutwidge Affleck, she fell in with and at once engaged the French 44-gun frigate "Poursuivante" off Wilmington. After a two hours' engagement, in which the "Juno" had two killed, several wounded, and the ship much shattered, the colours were hauled down, and the ship was burned by the French.

The sixth "JUNO" was a 26-gun frigate, launched at Pembroke in 1844. She was of 923 tons, and carried a crew of 240 men. Her length, beam, and draught were 131 ft., 41 ft., and 15 ft.

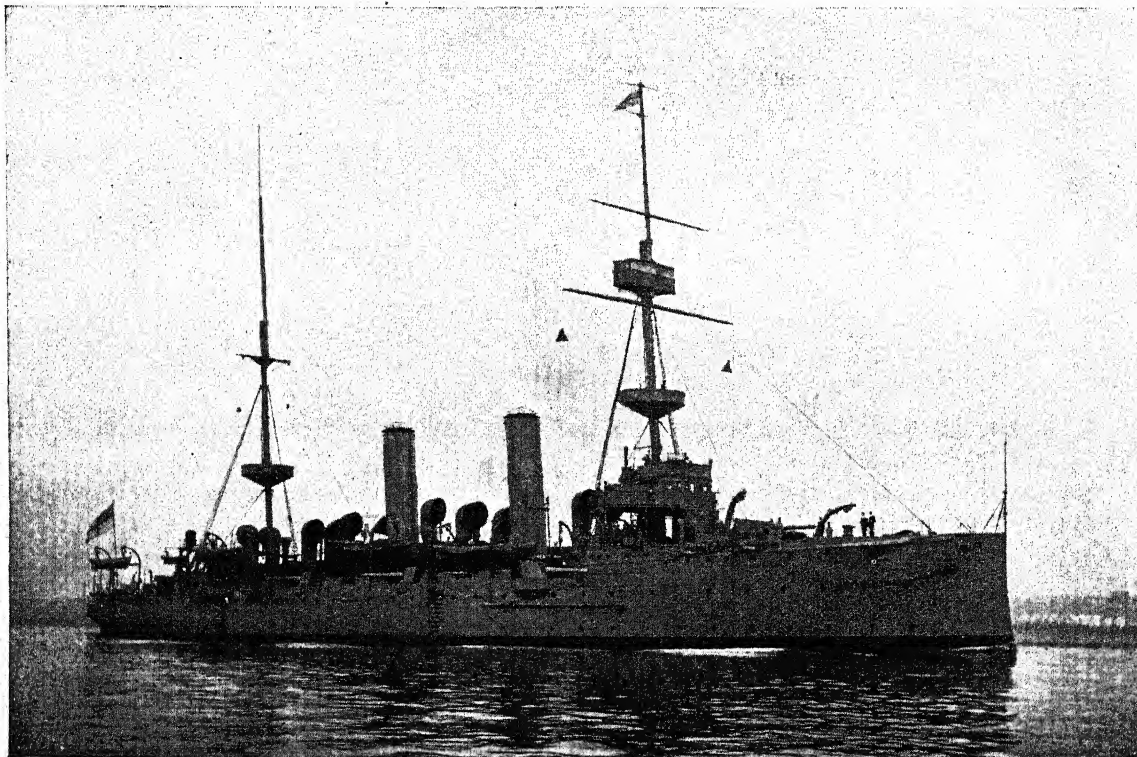
For some years this ship acted as a police hulk at Portsmouth as "Mariner," but she was then converted into a training ship for ordinary seamen, and renamed "Atalanta."



From an old drawing.

Captain Arthur Herbert Boldero, R.N.

THE SEVENTH "JUNO."



From the photograph by Ernest Hopkins.

THE EIGHTH "JUNO."

THE KING'S SHIPS

JUPITER

On January 31st, 1880, as "Atlanta," she sailed from Bermuda for England with a crew of 113 officers and men, and 170 ordinary seamen. The ship was never seen again, and she is believed to have foundered in a terrific gale between February 12th and 16th.

The seventh "JUNO" was an 8-gun screw corvette, launched at Deptford in 1867. She was of 2240 tons, 1380 horse-power, and 10 knots speed. Her length, beam, and draught were 200 ft., 40 ft., and 18 ft.

The box-like shape of this vessel led to her being nicknamed the "Tea Chest."

In 1878 the "Juno," commanded by Captain J. A. Poland, was engaged in watching a Russian squadron in the Far East during a period of strained relations.

In 1887 the "Juno" was sold.

The eighth "JUNO" is an 11-gun twin-screw cruiser, launched at Barrow in 1895. She is of 5600 tons, 9600 horse-power, and 19 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 21 ft.

In 1901 the "Juno," commanded by Captain H. P. Routh, was employed as escort to H.M.S. "Ophir" during the tour of Their Royal Highnesses the Duke and Duchess of Cornwall and York (now Their Majesties King George V. and Queen Mary) to the colonies.

In 1912 and 1913 the "Juno" acted as a parent ship to two of the torpedo-boat destroyer flotillas at Harwich.

JUPITER

The War of American Independence—

Action with French "Triton" 1778

Attacked a French convoy 1779

Assisted to capture French "Mutine" and

French "Pilote" 1779

Johnstone's action with De Suffren off Porto Prayo 1781

The Wars of the French Revolution and Empire—

Capture of Dutch squadron at Saldhana Bay . . 1796

Action with French "Preneuse" 1799

A flag officer's marriage ? 1800

The first China War—

The capture of Chinhae and Ningpo 1841

The defence of Chusan and Chinhae 1842

The capture of Chapoo and Woosung 1842

The Yang-tse-Kiang expedition 1842

The capture of Chingkiang 1842



JUPITER.—In Roman mythology the supreme God and Lord of heaven and earth. After a war with the Titans and the subsequent flight of Saturn, Jupiter having become sole master of the Empire of the universe, divided it with his brothers. He reserved for himself the heavens, gave the Empire of the sea to Neptune, and that of the infernal regions to Pluto. Jupiter was the son of Saturn and Ops, and had many wives, and his children were as numerous as his mistresses. He was worshipped by the sacrifice of goats, sheep, and white bulls. The oak is sacred to Jupiter, because he first taught mankind to live on acorns. He is generally represented as seated upon a golden throne, holding, in one hand, a sceptre, and in the other, thunderbolts ready to be hurled; and an eagle with expanded wings is shown at his feet.

The first "JUPITER" was a Dutch ship, captured at the first battle of the Schooneveld on May 28th, 1673.

She was taken by the "Royal Katherine," commanded by Captain George Legge, who afterwards became Earl of Dartmouth.

Her career in the British Navy was but of a few hours' duration, for she was retaken by the Dutch on the same day.

The second "JUPITER" was a French 22-gun privateer, captured by the "Loo," Captain T. Perry, in 1762, and added to the British Navy.

The third "JUPITER" was a 50-gun ship, launched on the Thames in 1778. She was of 1061 tons, and carried a crew of 350 men. Her length, beam, and draught were 146 ft., 41 ft., and 16 ft.

In October 1778 the "Jupiter," commanded by Captain Francis Reynolds, while in company with the "Medea," off Finisterre, met and engaged the French 64-gun ship "Triton." The engagement lasted two hours, before a squall of wind and rain, and the impenetrable

darkness of the night, separated the combatants. The "Jupiter" lost 3 killed and 7 wounded. The "Triton" escaped into Ferrol with 13 killed and about 20 wounded, and 50 shot in her hull and masts. The "Medea" got a shot below the waterline, and was virtually out of action after the first half hour.

On May 21st, 1779, the "Jupiter," commanded by Captain Francis Reynolds, sighted a large French convoy under the charge of a division of men-of-war. The "Jupiter" ran into the midst of the convoy, and was attacked by the French 32-gun frigate "Blanche." In spite of the onslaught she captured one of the convoy, but was obliged to abandon her as the other French men-of-war were making arrangements to cut her off.

On October 2nd, 1779, the "Jupiter," in company with the "Apollo" and "Crescent," while cruising in the Channel captured the two French 14-gun cutters "Mutine" and "Pilote," after a short cannonade in which the "Mutine" was dismasted.

In 1781, under the command of Captain Thomas Pasley, the "Jupiter" was one of a fleet of 16 men-of-war, 1 armed transport, and 10 East Indiamen each mounting 26 guns, under the supreme command of Commodore George Johnstone with his broad pennant in "Romney." They took out with them a considerable body of troops and sailed from England on March 13th, 1781, with the object of capturing the Cape of Good Hope. On April 11th the English fleet reached Porto Prayo in the Cape de Verde Islands. On April 16th a French squadron of five ships appeared under Admiral de Suffren and a rough and tumble action followed. The "Jupiter" was opposed to a French 74-gun ship, but the accuracy and steadiness of her fire obliged the enemy to cut, and sheer off. Suffren eventually seeing that the attack had failed, cut his cables and proceeded to sea. The French lost 105 killed and 204 wounded. The total British loss was 36 killed and 130 wounded. The French proceeded to the Cape, landed their troops and secured the colony against attack. Commodore Johnstone arrived soon afterwards, and finding himself anticipated, turned aside to Saldhana Bay, where he captured five Dutch East Indiamen. He then sent three ships to reinforce the squadron in India, and returned to England with the remainder.

After Admiral Sir George Rodney's victory over the French in the West Indies on April 12th, 1782, but before the news reached home, Rodney proceeded to Jamaica. In the meanwhile the Whigs had come into power and decided on his recall. The "Jupiter" was despatched with the curt order for Rodney to haul down his flag and return home, and she had no sooner sailed, carrying Admiral Hugh Pigot, his successor, than the news of his victory reached the Admiralty. A King's messenger, with relays of horses, was sent galloping down to Plymouth as fast as man could ride. He did the journey in twenty-eight hours. He carried with him a letter of compliments and congratulation to Rodney to replace the orders for recall. But he was too late, and the swift cutter which was sent after the "Jupiter" failed to overtake her. The exchange of Commanders-in-Chief having taken place, the "Jupiter" brought Lord Rodney to England.

In April 1795 Her Serene Highness the Princess Caroline of Brunswick, who subsequently married H.R.H. the Prince of Wales, afterwards H.M. King George the Fourth, came to England in the "Jupiter," commanded by Captain J. Payne.

In 1796 the "Jupiter," commanded by Captain George Losack, was in a fleet of 14 ships, commanded by Vice-Admiral Sir George Elphinstone with his flag in "Monarch." They left Simonstown and arrived at Saldhana Bay on August 15th. A small ship was sent to reconnoitre, and reported a Dutch squadron of nine ships at anchor in the harbour. The British ships stood in, whereupon Rear-Admiral Engelbertus Lucas surrendered his entire squadron without firing a shot.

In November 1797, Captain Losack being absent on a court-martial, Commander A. P. Hollis was sent to the "Jupiter," with orders to proceed to the advanced anchorage of Robin Island, where the "Crescent" frigate was then lying in a state of mutiny, and to reduce her crew to obedience. The "Jupiter" met the "Crescent" coming into Table Bay, towed her under the batteries, and secured the ringleaders, who were duly brought to trial and punished.

On October 9th, 1799, the "Jupiter," commanded by Captain William Granger, having arrived in Algoa Bay, sailed in chase of the French 36-gun frigate "Preneuse," and found and engaged her on the 10th in a heavy gale. The "Jupiter" could not open her lower deck ports owing to the sea. The action continued until the 11th, when at 2 P.M. the "Jupiter" closed. The "Preneuse" was handled with great skill, and after having disabled the "Jupiter" in the masts and rigging, managed to escape.

While on the Cape station Captain George Losack was married on board the "Jupiter."

THE KING'S SHIPS

JUPITER

On December 10th, 1808, the "Jupiter," while commanded by Captain Hon. Henry Edward Reginald Baker, was wrecked and lost in Vigo Bay, the crew being saved.

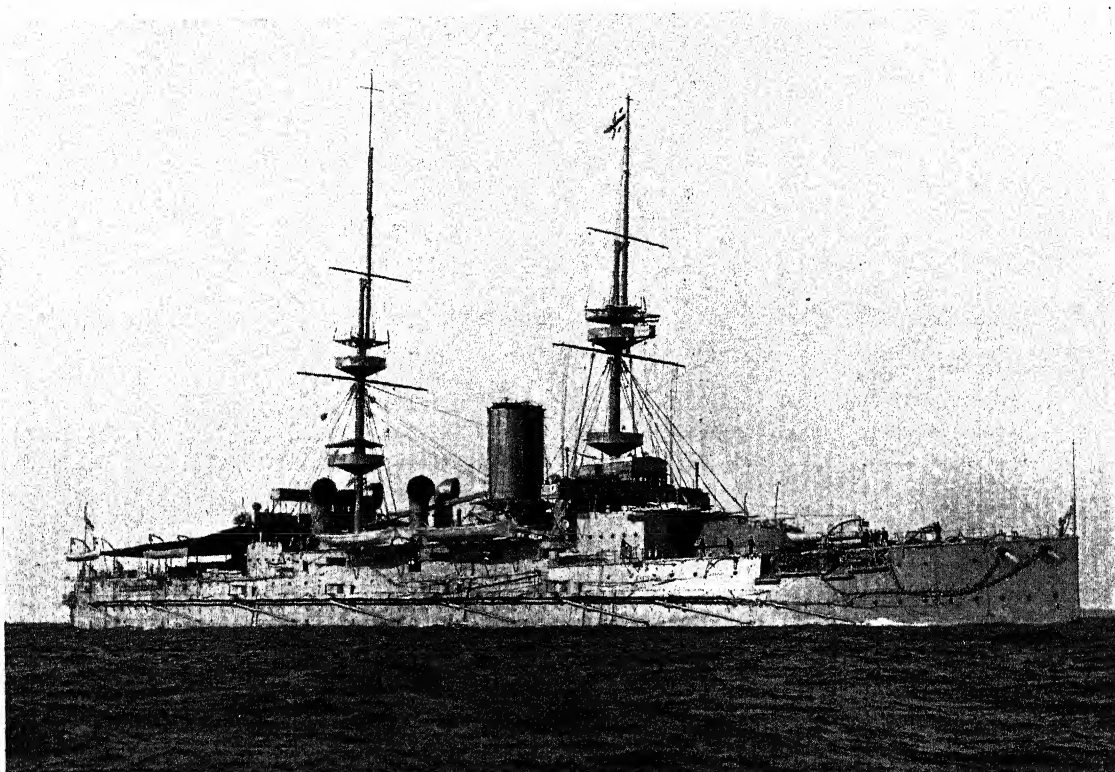
The fourth "JUPITER" was a Dutch 70-gun ship, taken by the "Monarch."

She was captured on October 11th, 1797, in the English victory over the Dutch at Camperdown and brought into the English Navy. She was subsequently renamed "Camperdown."

The fifth "JUPITER" was a French 74-gun ship.

She was captured on February 6th, 1806, off San Domingo by the "Donegal" in Vice-Admiral Sir John Duckworth's action with the French. The ship was added to the Navy and her name was subsequently changed to "Maida."

The sixth "JUPITER" was a 50-gun ship, launched at Plymouth in 1813.



THE EIGHTH "JUPITER."

From the photograph by Ernest Hopkins.

She was of 1173 tons, and carried a crew of 350 men. Her length, beam, and draught were 154 ft., 42 ft., and 16 ft.

With a crew of 100 men, the "Jupiter" was for some years used as a 12-gun troopship.

In 1841 the "Jupiter," commanded by Master Robert Fulton, was employed in the first China War.

On October 10th, 1841, the "Jupiter" was one of a fleet of 13 ships which proceeded up the Ningpo River and attacked the town of Chinhae. The town was strongly fortified, and the channel was blocked with a double row of piles, backed by a moored line of junks and gunboats. The Army took one bank and the Navy the other, the ships cannonading Chinhae, which was captured without difficulty. The Chinese were caught between the two landing parties and suffered a severe defeat. The enemy then evacuated Ningpo, which was at once occupied by the British.

On March 10th, 1842, the "Jupiter" was engaged in the defence of Chinhae, which the Chinese were trying to recapture. At the same time the fire rafts which were sent down against the ships were easily destroyed.

On April 14th, 1842, the "Jupiter" was engaged in the defence of Chusan, and again destroyed some fire rafts which were sent down against the ships.

On May 16th, 1842, the "Jupiter" arrived off Chapoo in a fleet of 11 ships, and contributed to a Naval Brigade of seamen and marines which co-operated with the troops. After a three hours' struggle on the outskirts of the town, Chapoo was captured.

On June 13th, 1842, the "Jupiter," commanded by Master George B. Hoffmeister, arrived off Woosung in a fleet of 14 ships under Rear-Admiral Sir William Parker, and three days later the forts were bombarded. After two hours' fighting, towards the close of which the Chinese guns were nearly silent, detachments of seamen and marines were landed and Woosung was captured, with a British loss of only 3 killed and 20 wounded.

In July 1842 the "Jupiter" took part in the expedition into the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India Company's steamers, and 40 transports carrying 9000 troops, under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese sent some fire rafts down the river against the fleet. The troops were landed on the following day, accompanied by a small Naval Brigade, and a few days later the town of Chingkiang was captured. Many of the Tartar defenders deliberately slew their wives and children, and then committed suicide. The General burnt himself with all his papers in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for peace. On the 29th the Treaty of Nanking was signed, which ceded Hong-Kong to Great Britain in perpetuity, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the China War of 1840-1842.

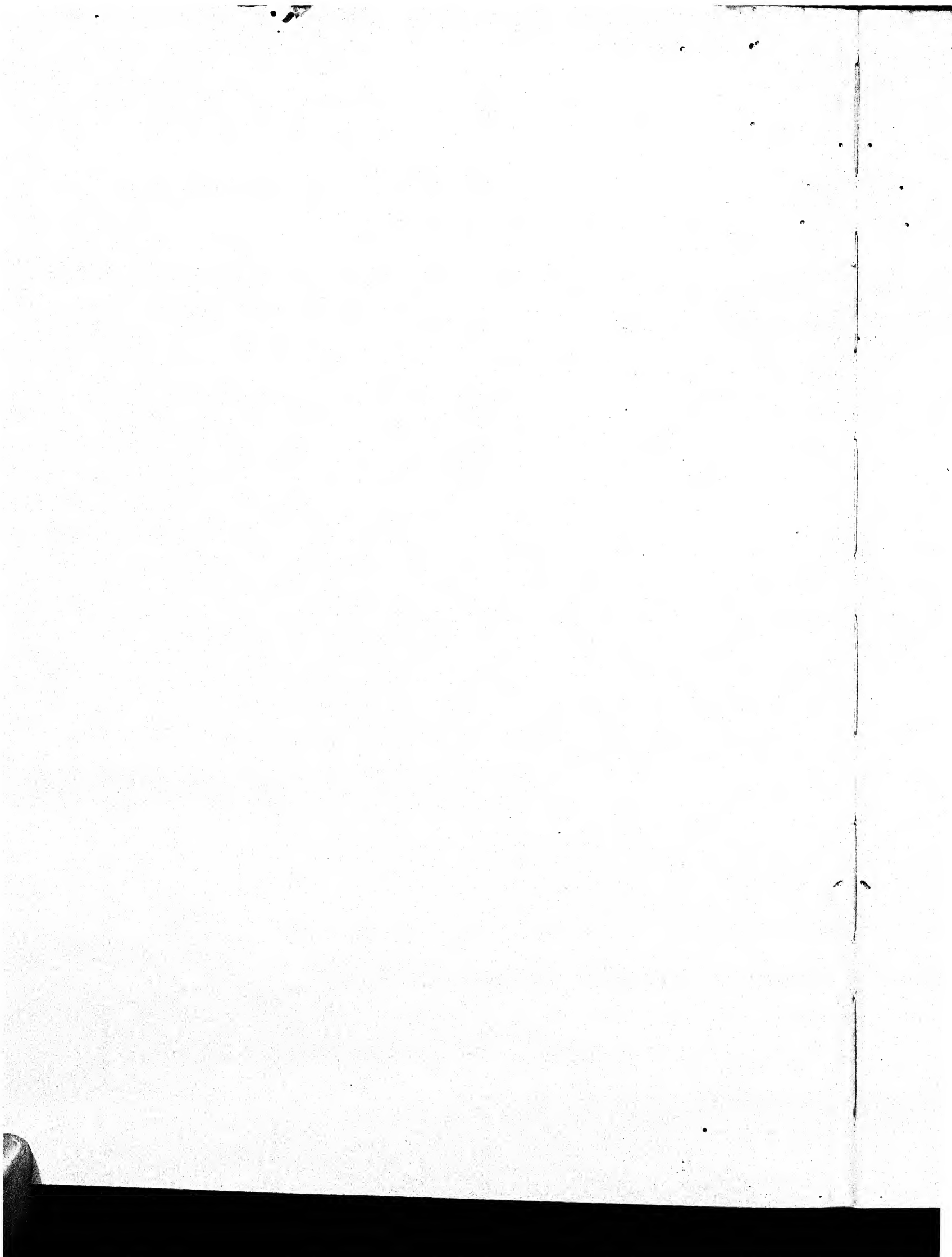
The "Jupiter" ended her career as a coal hulk at Devonport and was replaced as shown below in 1871.

The seventh "JUPITER" was a 46-gun screw frigate of 1258 tons, which had been launched at Pembroke in 1833 as the "Forth."

She was renamed "Jupiter" in 1871.

For many years this "Jupiter" acted as a coal depot at Devonport, and in 1883 she was sold.

The eighth "JUPITER" is a 16-gun twin-screw battleship, launched at Clydebank in 1895. She is of 14,900 tons, 12,000 horse-power, and 17.5 knots speed. Her length, beam, and draught are 390 ft., 75 ft., and 27 ft.



ANCIENT WAR VESSELS

“J”

(For explanation regarding arrangement see page 51.)

Jaboona (Indian Naval name), 1879?—
The attack and capture of Meanee
and other services in the Indus at
various dates

Jack, 1781 (hired and armed?)—
Action with several French vessels . . . 1781
Captured by the French . . . 1781

Jackal, 1779—
Carried to France by mutineers . . . 1779
Retaken from the French . . . 1781
Captured French “Sylph” . . . 1782
Action with American “Deane” . . . 1782
Captured by the Americans . . . 1782
Captured a French schooner . . . 1803
Wrecked near Calais . . . 1807
Suppression of West African slavery . . . 1850-1
Operations in River Benin . . . 1851

Jackdaw, 1807—
Captured by the Spaniards . . . 1807
Recaptured by British . . . 1807
Wrecked off Honduras . . . 1835
The expedition to the Baltic . . . 1855
Operations in Bay of Kossoria . . . 1855

Jacob, 1588 (armed merchantman)—
The campaign of the Spanish Armada . . . 1588

Jacobin, 1794 (French)

Jahde, 1813

Jalouse, 1797 (French)—
The blockade of the French coast . . . 1803
Actions with French invasion flotilla . . . 1803
Assisted to capture French “Commode” . . . 1803
Assisted to capture French “Inabordable” . . . 1803

Jamaica, 1710—
Holmes's operations off Louisbourg . . . 1755
Operations in the West Indies . . . 1799

Nelson's bombardment of Copenhagen . . . 1801
Nelson's operations at Boulogne . . . 1801

James, 1222, **James Galley**. See also **Mary James**,
Old James, **Royal James**, etc.—

The war with Scotland . . . 1222
The battle off Brest . . . 1512
Assisted to destroy Portuguese carrack . . . 1616
The Ship Money fleets . . . 1636-7
Blake's action with Tromp off Dover . . . 1652
Blake's action with Vendome . . . 1652
Blake's action with De Witt . . . 1652
The battle of Kentish Knock . . . 1652
The first battle of the North Foreland . . . 1653
The action off Katwijk . . . 1653
The battle off Scheveningen . . . 1653
Assisted to capture an Algerine man-
of-war . . . 1677
The suppression of Algerine piracy . . . 1681-2
Assisted to capture Algerine “Half
Moon” . . . 1682
Operations against French (hired) . . . 1804, etc.

James and Elizabeth, 1801. See also **Elizabeth**, etc.

James and William, 1794. See also **William**, etc.

James Madison, 1812 (American)

James Watt, 1853. See also **Watt**—

The Russian war . . . 1854
The expedition to the Baltic . . . 1854
The expedition to the Baltic . . . 1855

Jamie or Jemmy, 1662

Jane, 1747. See also **Eliza and Jane**, **Lady Jane**, etc.

Janissary, 1801—

Lord Keith's expulsion of the French
from Egypt . . . 1801

Jaroslav, 1808 (on deposit from Russia)

Jaseur, 1807 (French)—

Destruction of Dutch squadron at Java . . . 1807
Wrecked in the West Indies . . . 1859

THE KING'S SHIPS

Jasper, 1808—
 Wrecked near Plymouth 1817
 Wrecked off Santa Maura 1828
 Burnt in the Channel 1854
 The Russian war 1855
 Operations in the Sea of Azof . . . 1855
 Abandoned and blown up 1855

Java, 1806—
 Foundered off Rodriguez 1807
 Action with American "Constitution" . 1812
 Captured by the Americans 1812

Jean Bart, 1795 (French)

Jeanne, 1803 (French)

Jeffries or Jeffreys, 1704—
 The battle of Velez Malaga 1704

Jéna, 1808 (French)

Jennet, 1539

Jennet Perwyn, 1511

Jermyn, 1649

Jersey, 1654—
 The suppression of Mediterranean piracy . 1658
 Destroyed four French vessels . . . 1666
 Assisted to capture Dutch "Cleen
 Harderwijk" 1667
 Assisted to capture Dutch "Leijden" . 1667
 Assisted to capture Dutch "Els" . . 1667
 The suppression of Algerine piracy . 1670
 Assisted to destroy many Algerine ships . 1670
 The capture of Marie Galante . . . 1691
 Operations at Guadeloupe 1691
 Action with the French 1691
 Captured by the French 1691
 Operations in the West Indies . . . 1711
 Vernon's attack on Cartagena . . . 1741
 Action with French "Esprit" . . . 1745
 The affair at Leghorn 1756
 The blockade at Toulon 1759
 Action with two French frigates off
 Toulon 1759
 Boscawen's action with De la Clue off
 Lagos 1759
 Action with French in Bay of Biscay . 1780
 Captured by the French 1780

Jerusalem, 1350?—
 The battle of Winchelsea 1350

Jessie (E.I.C.)—
 The Burmese war (E.I.C.) 1825, etc.

Jesu Maria, 1659. See also Maria, etc.

Jesus or Jesu, 1417?

Jesus Maria José, 1702 (Spanish)—
 Destroyed by the British after capture . 1702

Jesus of Lubeck, 1564? (exploration vessel)—
 The second voyage of John Hawkyins . 1564-5
 The third voyage of John Hawkyins . 1567-8
 Action with Spaniards at Vera Cruz . 1568
 Abandoned to the Spaniards 1568

Jeune Adèle, 1803 (French)

Jeune Isabelle, 1804 (French)

Jeune Louise, 1810 (French)

Jeune Richard, 1807 (French). See also Richard, etc.

Jewel, 1588 (armed merchantman)—
 The campaign of the Spanish Armada . 1588

Joaquina, 1833 (Spanish slaver)

**John, 1222. See also Little John, Thomas and John,
 Margaret and John, Mary and John, Richard and
 John, St. John, St. John the Baptist, San Juan
 Baptista, San Juan Bautista, William and John,
 etc.—**
 The war with Scotland 1222
 The battle of Winchelsea 1350
 Operations in Scotch waters 1497
 The campaign of the Spanish Armada . 1588
 The blockade of Lisbon 1650
 Various operations against Royalist ships . 1650
 Assisted to destroy Royalist "Black
 Prince" 1650

John and Alexander, 1689? See also Alexander

John and Elizabeth, 1667. See also Elizabeth, etc.—
 The defence of Gravesend 1667

**John and Francis, 1596 (armed merchantman). See
 also Francis, etc.—**
 Captured a Flamand vessel 1596

John and Martha, 1690? See also Martha, etc.

John and Mary, 1665. See also Mary, etc.—
 The battle of Lowestoft 1665
 Captured by the Dutch 1665

**John and Nancy, 1803 (hired). See also Lady Nancy,
 Nancy, etc.**

**John Baptist, 1512. See also John, St. John the
 Baptist**

**John Bull, 1804 (hired and armed). See also
 Bull, etc.—**
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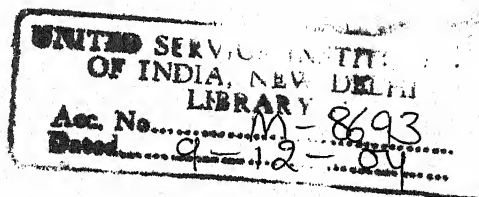
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